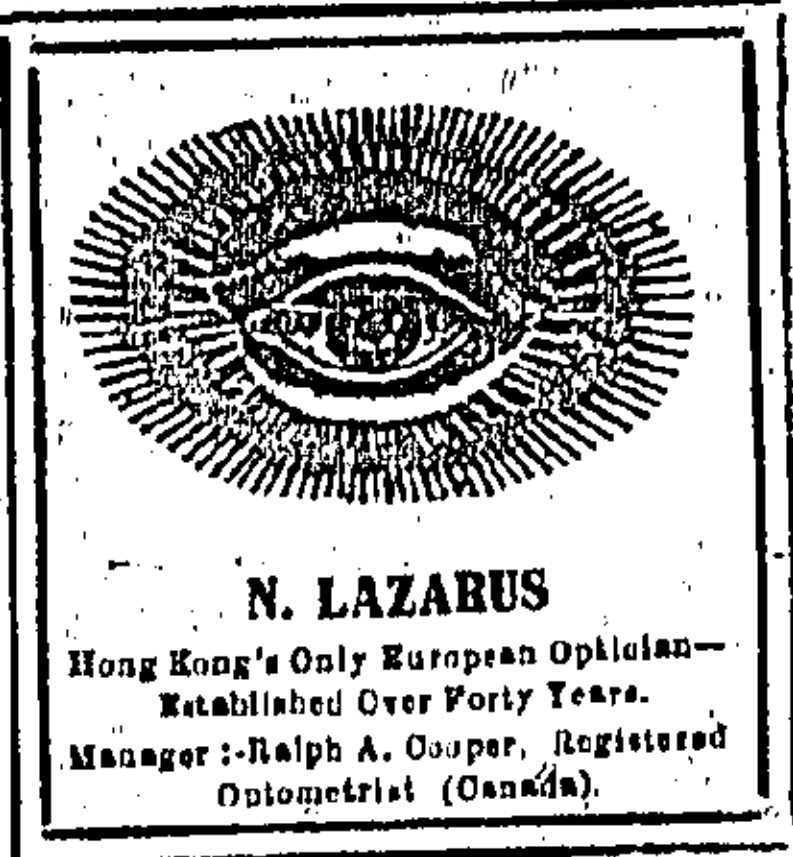




The Hongkong Telegraph

FOUNDED 1861 六拜禮 號五十一月一英港香 SATURDAY, JANUARY 15, 1927. 日二十月二十

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LATEST HANKOW POSITION.

SOME MINOR INCIDENTS REPORTED.

POWERS CONFER ON DEFENCE OF SHANGHAI.

ICHANG BOYCOTT BEGINS.

The first message to be received in London from Mr. O'Malley regarding his investigations at Hankow is confined to stating the present situation and does not indicate any line of future action. An unconfirmed Chinese message, however, says that Mr. O'Malley has intimated to Mr. Chen that merchants are willing to resume business if the Chinese authorities can guarantee protection of foreign life and property.

Several messages from Home stress the necessity of precautions being taken at Shanghai and say that all foreign Powers concerned have conferred upon the matter. There have been some minor incidents at Hankow.

No improvement in the situation is reported from Ichang, whilst at Kiukiang the position is developing on much the same lines as at Hankow, there being no foreign confidence in the Chinese authorities.

Ichang, Jan. 14. There is no improvement in the situation.

A general strike and boycott, and anti-British demonstrations are arranged for to-morrow (Saturday).—Naval Wireless.

Changsha, Jan. 14. All the evacuated women and children have been placed on a steamer in the Tungting Lake. The situation remains the same.—Naval Wireless.

Hankow, Jan. 14. There is no change in the situation.—Naval Wireless.

Kiukiang, Jan. 14. The evacuation of the Kuling missionaries has commenced. The position in Kiukiang is developing on much the same lines as at Hankow. There is no confidence in the Cantonese, and trade is in abeyance.—Naval Wireless.

MR. O'MALLEY'S MESSAGE.

THE POSITION AT HANKOW.

London, Jan. 14. Reuters learns that competent quarters in London have now duly considered the views on the present situation expressed by British communities in China, but that the importance of the Cabinet's recent meeting concerning China should not be over-emphasised, and that the reports that the Cabinet "has reached a decision" regarding the defence of Shanghai should be discounted. Nevertheless, the international authorities concerned will do their utmost to defend the Foreign Settlements at Shanghai if threatened by mob violence. It is emphasised that Britain, while she does not intend in any way to interfere in internal Chinese politics, will use every means in her power to protect the lives and properties of British nationals.

A telegram from Mr. O'Malley from Hankow has been received this evening, recording the events of January 3rd and 4th, and reviewing the existing situation from the material viewpoint. He states that about 170 British civilians are still in the Asiatic Petroleum Company's building under discipline, with ships in the harbour 100 yards away. British business is at a standstill and foreign business is being partially conducted.—Reuter.

CHINESE REPORT.

BUSINESS TO BE RESUMED?

An unconfirmed Chinese report from Shanghai states that during the conversations between Mr. O'Malley and Mr. Eugene Chen, the former stated that if the Chinese authorities were able to guarantee the protection of foreign lives and property in the British Concession at Hankow, the merchants would be willing to resume business.

It is stated that during the discussions Mr. Chen stated that the

CHINA & POWERS.

BELGIUM'S REPLY TO BRITAIN.

A FRIENDLY GESTURE.

Brussels, Jan. 14. On receiving the British Memorandum on China, the Belgian Government immediately expressed its sympathy with the sentiments of it particularly as regards the legitimacy of the national aspirations of China and the question of non-intervention in Chinese affairs. The Belgian Government also declared itself in favour of the immediate and unconditional granting of the Washington Surtaxes and also the immediate application of the recommendations and reform as regards extraterritoriality.

The Belgian Reply was handed to the British Ambassador at Brussels on January 11th, and states that the Belgian Government completely shares the British Government's opinion that it is impossible to refuse complete sympathy with the National movement which aims at securing for China a footing of equality among the Nations. The Belgian Government is happy to state that this opinion corresponds with that of the French Government as indicated after the receipt of the Memorandum.

FRIENDSHIP AND LIBERALISM.

In its attitude towards China, the Belgian Government has always remained and will remain faithful, whatever temporary difficulties may arise, to its traditional sentiment of friendship and liberalism.

The Belgian delegation to the Washington Conference in 1922 demonstrated a spirit of conciliation of the broadest character and the Belgian delegates at the Tariff Conference in Peking were instructed to show themselves as favourable to the grant of tariff autonomy to China, and to grant it immediately, not only the Washington Surtaxes but even agree to taxes higher than those envisaged.

Recently in affirming its sole right to modify the Sino-Belgian Treaty of 1865, the Belgian Government proposed, in reply to the Peking Government's request for revision, to negotiate a new Treaty on the basis of the equality of and reciprocal respect for sovereign territory, pending the moment when the situation in China would make these negotiations possible. Belgian simply asked for the establishment of a *modus vivendi* whereby both nations would reciprocally accord most favoured nation treatment. In its policy towards China, Belgium could at no time be suspected of any political aim. She had strictly abstained throughout from intervening in any way in the internal conflicts of the country with which she had commercial relations.

BELGIUM'S CONTRIBUTION.

In the present instance Belgium flatters herself that she has contributed sincerely to the economic progress of this friendly country, and therefore the Belgian Government considers she has a right—which as between itself and its nationals is an obligation—to claim for its nationals and Belgian enterprises in China effective protection, and treatment not inferior to that accorded to the nationals of other countries and such treatment as is accorded to Chinese subjects and interests freely in Belgium. To refuse to Belgium subjects in China would place them in a position of inferiority as compared with the nationals of other countries and to hamper, to the detriment of China itself, activities which were purely those of commerce and collaboration.

AGREEMENT WITH BRITAIN.

The Belgian Government is determined to continue to prove by its actions and instructions to

FORMER PENANG MAN DIVORCED.

PUBLICITY ORDERED AS DETERRENT.

ADULTERY PROVED.

London, Jan. 14. A divorce case where the President, Lord Merriway, said a concise statement of the facts should be given and the deterrent of publicity was applicable, concerned a petition by Mrs. Christable Nora Willis, on the ground of adultery by her husband, Mr. Arthur Willis, with Mrs. Graham Smith, a former rubber planter of Penang.

The President pointed out that the petitioner was the daughter of a man of position in London whilst the husband, after unsuccessful planting in Penang, obtained employment in the house of Mr. Graham Smith, who was a tea planter in Ceylon and had resided in London and Hampshire. The petitioner was given quarters with her husband in the country, where Mrs. Smith remained after Mr. Smith returned to Ceylon. Petitioner's presence was rendered "very inconvenient" as the result of the relations arising between the respondent and Mrs. Smith, and the petitioner was sent away, against which she protested.

The President declared that the petitioner was entitled to a *decree nisi* with costs.—Reuter.

JUNK MASTER DETAINED.

BOMBS FOUND ON BOARD.

The master of trading junk No. 760H is being held by the police following the discovery on his boat of a quantity of firearms, which included three rifles, a revolver, an automatic and several rounds of ammunition.

An interesting feature of the case is that there were also discovered, secreted, a number of bombs, which have been sent to the Government Analyst for examination.

The seizure was made whilst the boat was lying moored in the bay of Cheungshawan, near the Laichikok oil installation.

MONTREAL THEATRE DISASTER.

THEATRE MANAGEMENT "CRIMINALLY RESPONSIBLE."

Montreal, Jan. 14. The Coroner has found that the owner, the Assistant Manager and the Head-usher of the Laurier Cinema Theatre are criminally responsible for the deaths of 78 children in the recent fire.

The evidence showed that they were responsible for the admission of children, unaccompanied by adults, which is contrary to the Provincial regulations.—Reuter.

SIR HERBERT SAMUEL.

TO CONTEST BY-ELECTION.

London, Jan. 14. The Liberal Party has decided to invite Sir Herbert Samuel to become its candidate at the forthcoming by-election in the Stourbridge division of Worcestershire. In the event of success, Sir Herbert will thus return to domestic politics. As it is known, he occupied high offices in Liberal Government before he became the first British High Commissioner for the Mandated Territory of Palestine. After his retirement from this post last year, he was much in the public eye as the Chairman of the Coal Commission.—British Wireless.

TO-DAY

Lighting-up 1/11 13/16 5.59 p.m.

FACTORY LAW.

DRAFT OF HONGKONG ORDINANCE.

PREVENTION OF ACCIDENTS.

The Gazette contains the draft of an Ordinance to provide against accidents in factories.

The object of this Bill is to give the Governor in Council power to make regulations for the purpose of preventing accidents in factories, for the purpose of prescribing the provision of first aid appliances, and for requiring the notification of accidents in factories and of deaths due to such accidents. The only regulations intended at present are the very simple and reasonable regulations contained in the draft which is published with this bill. The maximum penalty for breach of the regulations is \$250.

The following regulations are proposed to be made under the Ordinance when passed:

Subject to any exemption granted by the Secretary for Chinese Affairs these regulations shall apply to all factories.

It shall be lawful for the Secretary for Chinese Affairs to exempt any factory, or any class of factories, from all or any of these regulations, and to withdraw any such exemption.

REPORTING ACCIDENTS.

Every accident in a factory which results in loss of life or which disables any person employed in the factory so as to cause him to be absent for more than three days from his ordinary work shall, within seven days thereof, be reported, on the form in the Appendix hereto, either at the office of the Secretary for Chinese Affairs or at a police station. If any accident causing disablement is notified under this regulation and the accident subsequently results in the death of the person disabled, notice in writing of the death shall forthwith be given either at the office of the Secretary for Chinese Affairs or at a police station.

All driving belts passing through floors shall be securely fenced to a height of 6½ feet from the floor. All driving belts used for main driving or counter-driving which are within 6½ feet of the floor or other place to which the workers have access shall be securely fenced. All overhead main driving belts, if more than four inches wide, shall be protected underneath with strong guards of wood or metal at those parts where persons are likely to pass under them. All moving parts of any machines which are adjacent to any passage way shall be securely fenced.

DANGEROUS MACHINERY.

All dangerous parts of all machinery, and every part of the mill-gearing, must either be securely fenced, or be in such position or of such construction or to be equally safe to every person employed or working in the factory as it would be if it were securely fenced. For the purposes of this regulation, "mill gearing" includes every shaft, wheel, drum and pulley and every other appliance by which motion or power is communicated to any machine. All fly wheels, all pulleys, and all exposed wheels, shall be securely fenced, and all set screws and bolt heads shall be cut off or countersunk.

All shafting which runs at a height of less than 6½ feet from the floor on any place to which the workers have access shall be securely fenced.

For the purposes of these regulations, "securely fenced" means securely fenced to the satisfaction of the Secretary for Chinese Affairs.

All fencing must be constantly maintained in an efficient state, while the parts required to be fenced are in motion or use, except where they are under repair or under examination in connection with repair, or are necessarily exposed for the purpose of cleaning or lubricating or for altering the gearing or arrangements of the parts of the machine.

Bulls and Inners

From the Office Butts.

According to a contemporary These days in our Courts it "The firing of crackers is not to would appear that justice had by detonation, or which contain scored a signal victory if the places of Christian Worship criminal admits he's sorry.

during Divine Service." Somebody off his rocket!

A lecture is to be given on Monday next, the subject being "Are we going West?" If present conditions continue, some of us will, by hook or by crook!

A doctor states that the best cure for seasickness is the action of atropin or scopolamin upon the reversed peristalsis. McWhirter says he didn't think of that before.

In these days, a fool and his money—are extremely hard to find.

The most popular exercise with some local golfers is the motor ride to Fanling.

According to the Telegraph, "The Nestle and Anglo-Swiss Condensed Milk Company are issuing an extremely useful desk for 1927." Truly the milk of human kindness.

The week's optimist.—The gentleman who advertised for a "Cash Register."

Now that the Bishop has gone, what about our biscuit friend sending an open lettuce to "R. Abbit?"

One of Marshal Feng's generals, known as "The Flaming Evangelist," has been indulging in anti-foreignism. We prescribe a bucket of water.

Ford's men work a five-day week. Of course, this doesn't include the repair-men.

Some of these Canton labour pickets seem to be most arresting folk.

People wanting a drink in America have to see a doctor first. Afterwards there is often no need.

In Moscow, two rent-collectors were recently murdered. And yet they say the Bogloshvils aren't civilised.

Christmas may be over, but we still see a good many well-filled stockings about.

Our chief complaint against these Chinese Nationalists is that they want Concessions without being willing to make any.

Some of the things Spain has inflicted on a long-suffering world—the Spanish Inquisition, Spanish influenza, and "Valencia."

These jazz tunes would be all right if they were set to music.

The British Memorandum is a constant reminder that the mee shall inherit the earth.

Even a concession will come to him that waits.

Don't worry about China. All new-born infants are red in the face.

We like these motor cycle attachments especially those with bobbed hair and real silk coverings.

A new definition of the word moron—"Papa said alster couldn't go out till she put moron."

Outstanding event for 1927: Mr. Eugene Chen refuses the Nobel Peace Prize.

Motor Note: Thinking pre-longs life—if you do it quickly enough.

What some of these St. Georges do to the King's George English is nothing to what they can do to his Scotch.

According to the Post, Europe has flu. China can go one better, for it is in a state of flux.

The Sanitary Board experiments regarding floats from the present dumping ground suggests the observation of male floaters who make their appearance daily in the Central District. We should like to see some of these disappear also.

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YANGTZE TENSION.

WELCOME TO CHANG KAI-SHEK.

Shanghai, Jan. 14.

A Hankow message of January 13, says: A demonstration was held on the Chinese race course today in honour of Chang Kai-shek, and his Russian general, Galen. To-night a dinner is being given in their honour.—*Reuter*.

Washington, Jan. 14.—Officials of the Navy Department report considerable delay in construction of six river gunboats which a Chinese firm at Shanghai is building for the American naval service in China, and doubt is expressed whether owing to the present crisis the boats will now be completed.—*Reuter's American Service*.

THE MOSCOW TOUCH.

Shanghai, Jan. 14.

A Hankow message of Jan. 13 states:

An office has been opened for the reception and registration of names of all Hindus, Koreans, Annamites, et cetera by the "Oppressed Peoples Brotherhood-Friendly Society."

Sixteen Hindus registered yesterday, of whom eleven were given appointments in the propaganda section of the Kuomintang. The other five are on the waiting list.

These Hindus went in procession through the Concession this afternoon, carrying the Nationalist flag and yelling slogans.—*Reuter*.

HOME COMMENT.

London, Jan. 14.

The Westminster Gazette reviews the recent events in China and concludes by saying that far from British prestige having suffered from the shrewd blow as it was first feared, it would appear that the tables have been temporarily turned and that the Chinese Government and its forces are now under a cloud.

The paper understands that diplomatic communications of a preliminary character are now passing between the Powers.—*Reuter*.

INSURANCE RATES.

London, Jan. 14.

It is noteworthy that underwriters in London in some instances are inclined to quote rather lower rates than hitherto, against risks of loss or damage by war or civil commotion in China.

A rate of three per cent for a month is quoted in some quarters on certain property at Hankow, and two per cent for one month on other property, whereas previously the general rate was five per cent. Furthermore, a rate of twenty shillings per cent for three months was quoted on canned goods in the foreign concessions in Shanghai recently, and as much as five per cent was quoted on merchandise.—*Reuter*.

ORDER MAINTAINED.

Rugby, Jan. 14.

No material change is reported in the Chinese situation.

At Shanghai the arrival of the United States Admiral Williams on his flagship Pittsburg has raised the foreign naval strength at the Yangtze mouth.

The Municipal Council of the International Settlement, on which Britain, America and Japan are represented, have speedily controlled the few cases of disorder that agitators have so far been able to create among Chinese workers. Moderate Chinese are also doing their best to maintain order, and the Chinese commercial community are clearly desirous of overcoming the economic consequences of existing conditions, particularly with the approach of Chinese New Year settling day on February 2nd.—*British Wireless*.

U. S. AND CENTRAL AMERICA.

TWO DESTROYERS ORDERED FROM CUBA.

Washington, Jan. 14.

Two United States destroyers from Cuban waters have been ordered to Nicaragua.—*Reuter's American Service*.

Washington, Jan. 14.

In the U. S. Senate Senator Borah, in characteristic vigorous terms attacked the Government policy in Nicaragua. He expressed dissatisfaction at President Coolidge's message to Congress. He declared also that he was not convinced by the evidence submitted by Mr. Kellogg to the Senate Foreign Relations Committee.

He urged the Administration to abandon the use of force in its dealings with Central America and to inaugurate instead a reign of peace.

He recommended the immediate holding of a popular presidential election in Nicaragua, also that the dispute over the new Mexican land and petroleum laws be arbitrated.

"If we are going to intervene in Nicaragua," he said, "it does seem to me that we should prop up and support the wishes of the people of Nicaragua."

He claimed that the administration of President Diaz was maintained to-day as in 1912 by force of American arms and a loan, the canal treaties, being negotiated with him really being negotiated "with ourselves."

He declared that leastwise the loan treaty was obnoxious to the Nicaraguans. He dismissed the United States Government's plea that it was upholding the Monroe Doctrine, denying that this was even involved. "There are no foreign flags now jeopardizing American rights and interests in western hemisphere," he concluded.—*Reuter's American Service*.

A Peace Movement.

New York, Jan. 14.

Twenty thousand copies of editorials in the N. Y. Times and World, condemning the United States policy in Mexico and Central America, and emphasising the danger of armed intervention, are being distributed by "close friends of peace with Mexico," with the object of stimulating public sentiment in favour of arbitration on the Mexican problem.—*Reuter's American Service*.

Repudiation.

Mexico City, Jan. 14.

The Foreign Minister has issued a statement energetically repudiating Mr. Kellogg's charge that Mexico is attempting to establish a Bolshevik hegemony in Latin America, and declaring that the Soviet principles are contrary to those of the Mexican Government.—*Reuter's American Service*.

LANCASHIRE HARD HIT.

EFFECTS OF FAR EAST TROUBLE.

London, Jan. 14.

The annual report of the China and Far East section of the Manchester Chamber of Commerce says the fact that Lancashire's exports of cotton piece-goods to China have shrunk in the last two years to far less than one third of the pre-war quantity, is one of the most significant causes of idle spindles and looms in Lancashire. Some loss of trade can be ascribed to a decrease in the demand for British goods following the incident in Shanghai in May, 1925, and the anti-British boycott, at Canton, but evidently the Chinese find a useful alternative source of supply in Japan.

The report concludes by hoping that Anglo-Chinese friendly relations will soon be re-established.—*Reuter*.

ST. DAVID'S SOCIETY.

ANNUAL MEETING HELD LAST NIGHT.

The annual meeting of the Hongkong St. David's Society was held last evening, when there was a good attendance.

The President, Mr. D. J. Lewis, was in the chair, and supporting him were Dr. Leslie Thomas (Vice-President), Mr. G. S. Hugh Jones (Hon. Secretary), Mr. L. E. Hawkins (Hon. Treasurer), Captain R. D. Thomas, Captain Williams R.N.R., Mr. J. Owen Hughes and Mr. D. Davis (Committee).

The Committee's report and the Treasurer's statement of accounts for the year were adopted, and the election of officers proceeded with.

The Society's financial year has hitherto commenced on March 2, and ended on March 1. The officers have been elected for a similar period. It was decided to change this to the calendar year. To this end, the existing officers were confirmed in their appointments until December 31, 1927, and the subscriptions for the year commencing March 2, 1926 will be treated as in respect of the period from that date to December 31, 1926.

Another subscription will be payable for the calendar year 1927.

It was decided that members in the Services should be admitted as honorary members, with no entrance fee and no subscription, but that they pay if they wish, become ordinary members on payment of the annual subscription without entrance fee.

Life members will be admitted upon a subscription of \$25, entrance fee \$5.

The decision regarding the officers does not apply to the Committee. The following new Committee to hold office until December 31, 1927 was appointed.—Mrs. Hooper, Mr. F. White, Captain Williams R.N.R., Captain R. D. Thomas, Mr. D. Davies, Mr. R. R. Davies, Mr. E. J. Wynne Jones and Mr. D. M. Richards, with Mr. Hugh Jones as Hon. Secretary.

It was decided that on St. David's Day wreaths will be laid on the Cenotaph on behalf of the Society, and that the national festival be celebrated by holding a dinner, of which details will be arranged later.

BRITISH INDUSTRY.

A BETTER OUTLOOK SINCE END OF STRIKE.

Rugby, Jan. 14.

Industry is steadily recovering from the effects of the prolonged coal strike, and although an improvement is not yet recorded in marked expansion of export statistics, manufacturers are optimistic and the Department of Overseas Trade regard as a favourable sign the fact that keen interest is being taken abroad in next month's British Industries Fair, which is attracting a record number of buyers from continental countries.

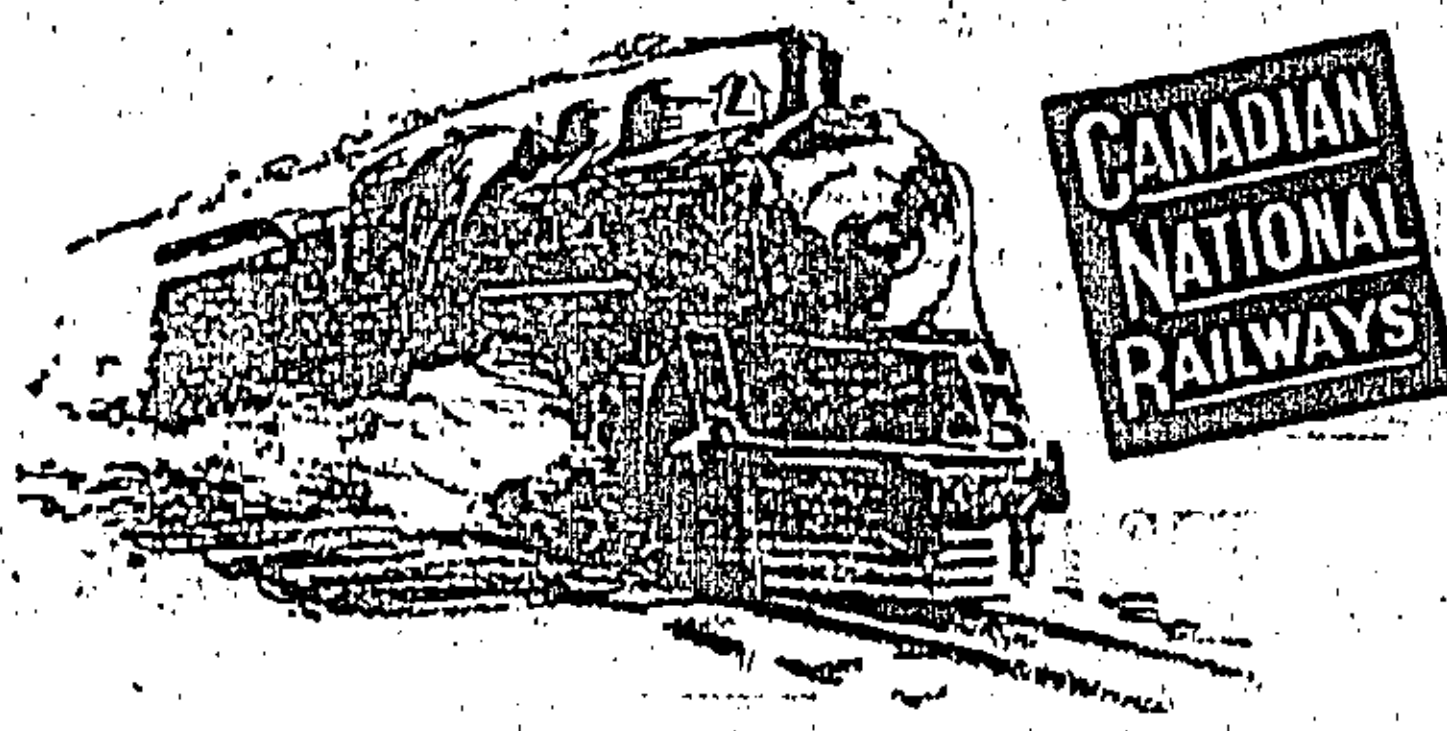
The restarting of blast furnaces after prolonged inaction during the strike is proceeding steadily, and the National Federation of Iron and Steel Manufacturers report that the number in operation at the end of December was 78, of which 71 resumed during the month. Before the strike 147 furnaces were operating.

The production of pig iron rose from 12,700 tons in November to 98,000 tons in December, and although this is only about one fifth of the output during the corresponding month of 1925, the upward movement, which is being continued this month is another favourable indication. The steel trade output, which owing to the strike fell from nearly seven and a half million tons in 1925 to three and half million last year, is also recovering lost ground.—*British Wireless*.

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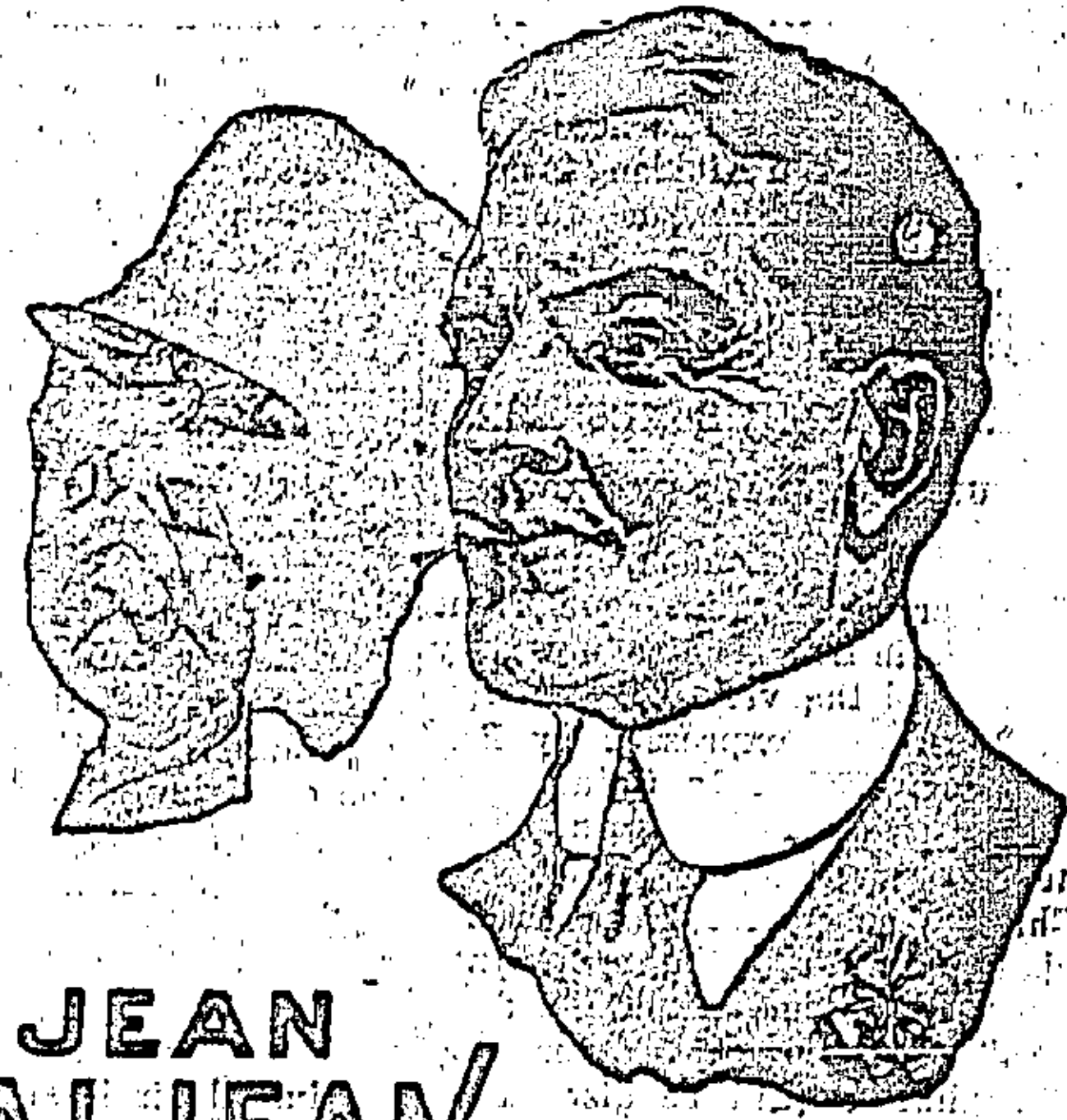
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By Swan



His Excellency the Governor shaking hands with the Army and Navy football teams at Happy Valley, last Saturday. (Photo: Mee Cheung.)



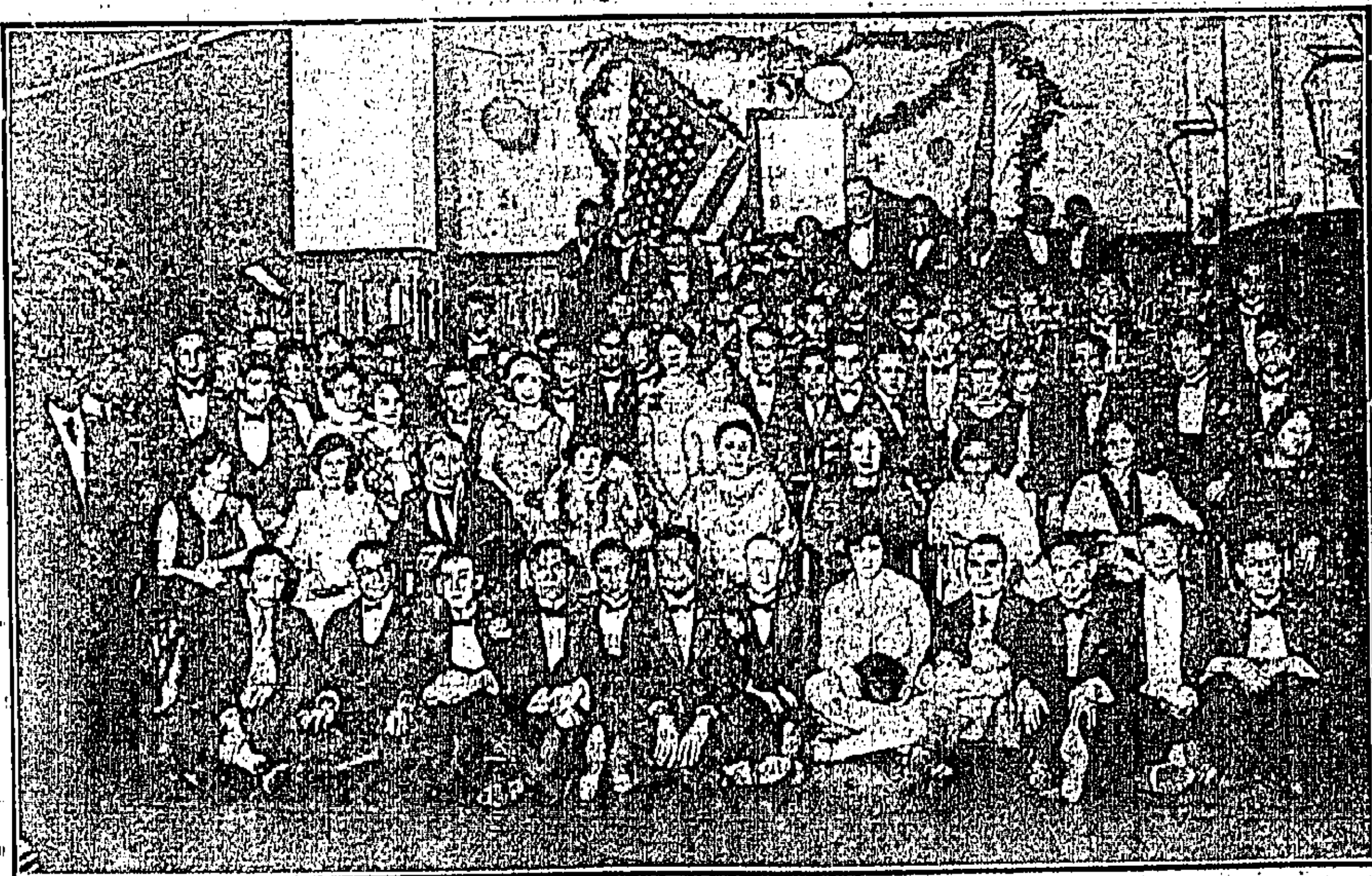
H. E. Major General C. C. Luard, kicking off at the Army v. Navy football match, which was won by the Navy. (Photo: Mee Cheung.)



The Fancy Dress Dance held at the Central British School, Kowloon, on Wednesday, the 5th. instant. (Photo: Tanaka Studio.)



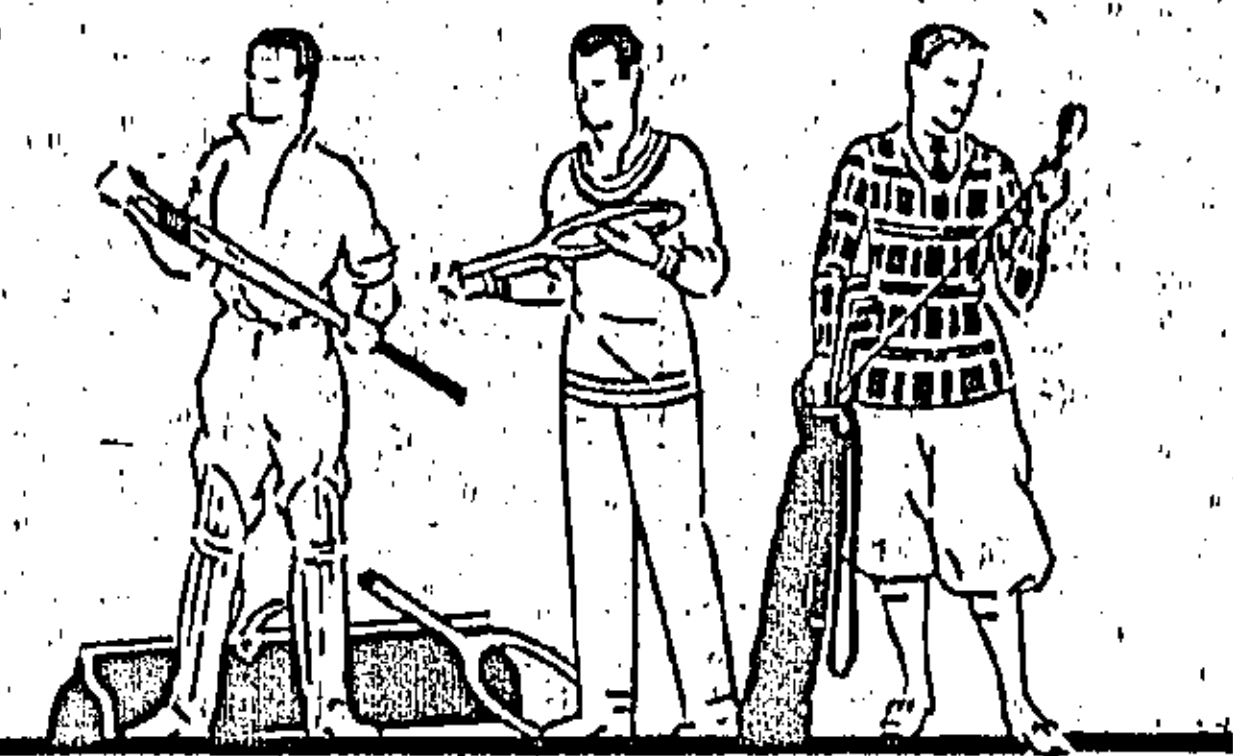
The Army and Navy football teams taken at the annual charity match played at Happy Valley on Saturday last. (Photo: Mee Cheung.)



Group of the local Filipino community, taken on the occasion of the annual Rizal Day celebrations, on January 2nd.



The finalists in the Hongkong Ladies tennis championship—Miss Robinson (left) and Mrs. R. E. Tottenham, the winner (Photo: Mee Cheung.)



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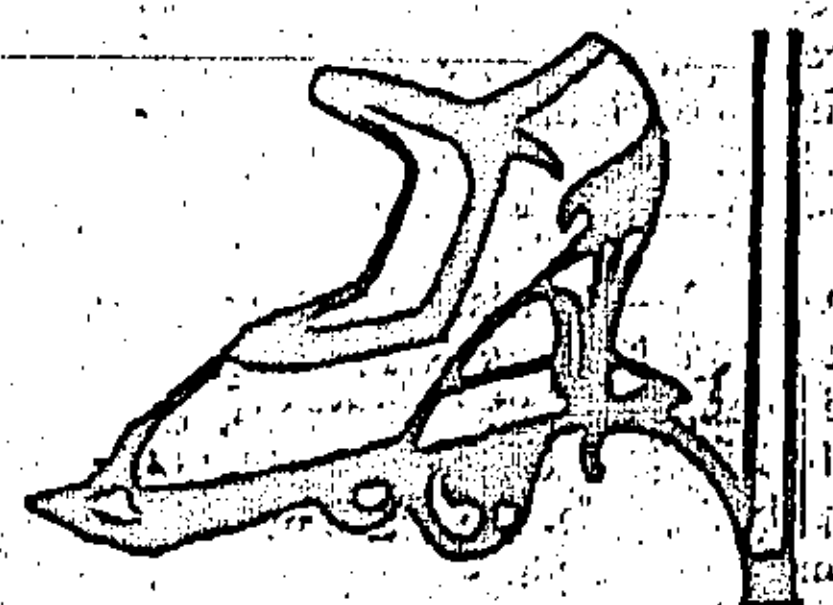
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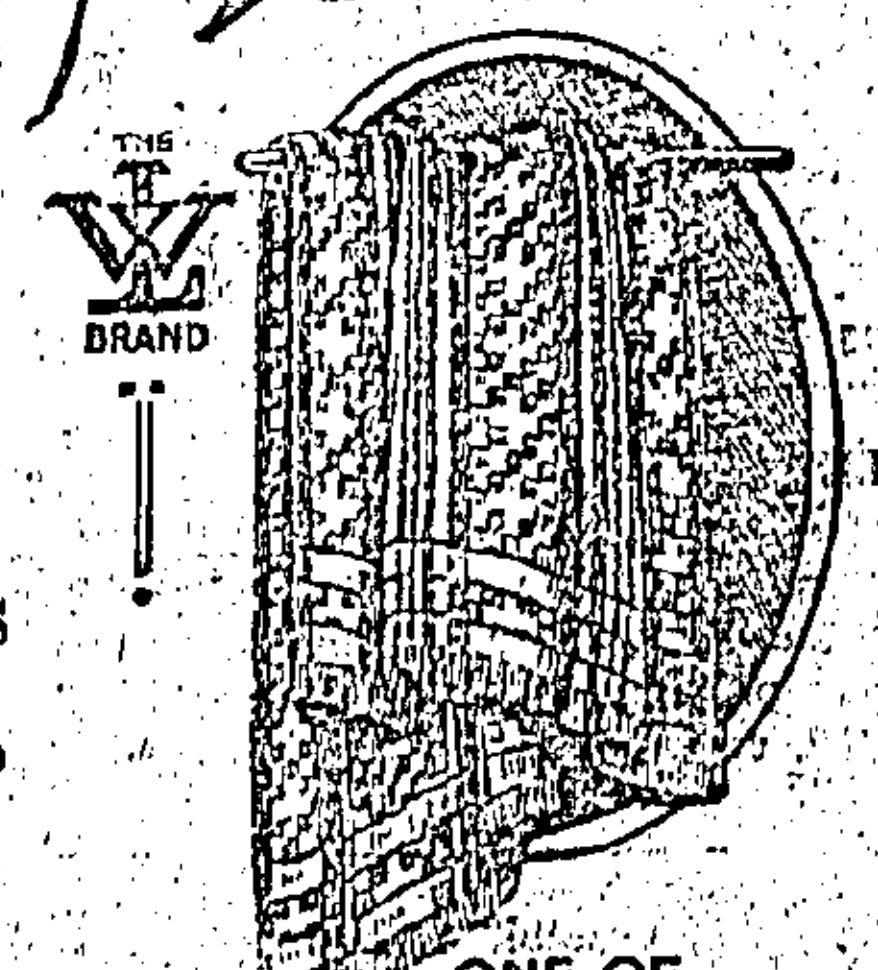
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SITUATIONS VACANT.

WANTED.—MARINE ENGINEER
(Second?) Please apply to Box No. 154, care of "Hongkong Telegraph."

WANTED.

WANTED.—Commodious Godown with or without Office attached. Central location. Apply stating rent to Box No. 153 care of "Hongkong Telegraph."

FOR SALE.

SPECIAL SALE.—Of Ladies Dresses, Jumpers, Suits, Hats, etc. Prices for below cost to clear. Dorothy Ross, "Rutledge Building," 7, Duddell St., 2nd Floor. Phone 3558.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sun Koo, same building.

TO LET.—From 1st April furnished flat at the Peak. Apply Property Office Jardine, Matheson & Co., Ltd.

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

TO LET.—Furnished House on Peak. All modern conveniences. Apply Box No. 147, care of "Hongkong Telegraph."

TO LET.—Furnished House on Peak. All modern conveniences. Apply Box No. 147, care of "Hongkong Telegraph."

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—European house, 4 VICTORIA VIEW, KOWLOON, near New Kowloon Hotel, three minutes from ferry. Apply Tung Tak Co., China Building, 6th floor. Tel. C.4826.

TO LET.—Furnished 3 Room Bungalow at Fanling N.T. Bathrooms, Kitchen, Servants' quarters, Electric Light. Close to Golf Links. Apply Box No. 151, care of "Hongkong Telegraph."

TO LET.—From 1st February, "No. 2, North View," five-roomed BUNGALOW, two bath rooms, servants' quarters, and recently extensively repaired. Apply Deacons, Princes' Building.

COMMODOUS Ground Floors of Nos. 16, 16 & 17, Connaught Road C, and First Floor of No. 16. Next P. and O. Bldg. Suitable for shipping offices. Apply S. K. Trust Ltd., 29, Connaught Road C.

TO LET.—Furnished February, 1927, a good four roomed house with boxroom and servants' quarters. Modern conveniences. Apply 5, Observatory Villas Observatory Road, Kowloon.

TO LET.—A four-roomed HOUSE, with Bathrooms and Servants' quarters, about five minutes walk from the Ferry. For Terms and further particulars. Apply Box No. 152, care of "Hongkong Telegraph."

FOR RENT, possible sale, in region of Government House, Repulse Bay, and Kennedy Road detached houses, nine, six, & five rooms respectively, latter including furniture for sale. SMALL INVESTORS, Tel. C.4630.

NEW ADVERTISEMENTS.

NOTICE.

HOLLAND PACIFIC TRADING CO., MACAO AND HONGKONG.

In connection with the proposed voluntary liquidation of the above firm, owing to the death of Mr. J. H. van Gennep Lührs, the sole proprietor, all persons having claims against or owing monies to the firm's estate, are requested to send particulars thereof to the Macao Office before Monday, the 24th of January, 1927.

NOTICE.

HONGKONG FOOTBALL CLUB.

Members wishing seats for the Inter-Port game with Shanghai can have same on application to the undersigned on or before Wednesday 19th January. Price \$2.00 per seat.

NOTICE.

The Marriage Registry has been transferred from the Secretariat for Chinese Affairs to the Land Office, Supreme Court, Hongkong.

PHILIP JACKS.

Registrar of Marriages, The Marriage Registry, Supreme Court, Hongkong.

E. S. KADOORIE & CO.

It is hereby announced that the business of the abovesigned firm will from this date be carried on by Sir Elly Kadoorie K.B.E., and Messrs. Lawrence and Horace Kadoorie in partnership under the name and style of "SIR ELLY KADOORIE & SONS."

NOTICE.

HOLDERS of shares standing in the name of the undersigned on Registers of local Companies are requested to have them transferred immediately out of his name, failing which no future dividends can be claimed thereon.

SEU KON CHI.

6, Des Voeux Rd., C.

HONGKONG JOCKEY CLUB.

Entries for the forthcoming Races close on Wednesday, 26th January, 1927, at 3 p.m. and must be sent to the Secretary care of Linstead & Davis, Alexandra Buildings on or before this date. Entry Forms are now ready and can be had at the Jockey Club Stables, Race Course, Hongkong Club or Linstead & Davis.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO LIMITED.

NOTICE IS HEREBY GIVEN that the inaugural Race Meeting for China ponies of this Club will take place at Macao on the 6th February, 1927, next, if weather permits. There will be only one event at this Meeting, "The Trial Stakes."

The first annual Spring Meeting for China ponies is scheduled to take place on the 16th, 17th, 18th and 24th April, 1927. The Champion Sweepstake will be run on the 18th April, the 3rd day of the Meeting.

By Order,

S. W. CHENG, Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY NINTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, 27th January, 1927, at noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1926.

The REGISTER of SHARES of the Company will be CLOSED from Friday, 14th January to Thursday, 27th January, both days inclusive, during which period no transfer of shares can be registered.

By Order,

of the Board of Directors,
L. S. GREENHILL, Secretary.
Hongkong, 6th January, 1927.

G. R. NOTICE.

It is hereby notified that the office of the Government Marine Surveyors has been transferred to the New Fire Brigade Building 4th Floor as from Monday, 17th January, 1927.

BLIND HOME.

Come and See our 47 Blind Girls at Work and Hear Them Sing. (Hours 10 to 12 a.m., 2 to 4 p.m.) They knit Socks, Shawls, Jersey Suits, Cardigans, Jumpers, Etc.

Daintily Dressed Dolls \$2.50 each, Ladies' Own Wool or Silk knitted to Order 30 cents to \$1.00 per oz.

K. BESWICK.

Superintendent, 20 Minutes from Star Ferry by No. 3 Bus.

Telephone: K.101.

DIOCESAN SCHOOL OLD BOYS ASSOCIATION.

A Social & Dance will be held at the Diocesan School on Saturday, 22nd instant, at 8.30 p.m. All Old Boys and friends are invited to attend. Tickets (\$2 per head) can be obtained from the Secretary, Mr. B. C. Randall, care of Messrs. Benjamin & Potts, Ice House Street. Applications should be sent in before Wednesday, the 19th.

THE HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

The date for the closing of entries has been postponed until Wednesday, 26th January, 1927, at 5 p.m.

By Order,

C. B. BROWN, Secretary.

CHURCH NOTICES.

ACHARGE OF ONE DOLLAR IN MAKE FOR NOTICES UNDER THIS HEADING.
First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday: Subject "Life." Wednesday: Evening at 5.30 p.m. Reading Room at above address open: Tuesday and Friday: 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

St. John's Cathedral, Hongkong, January 16th, 1927, 2nd Sunday after Epiphany. Holy Communion, 8 a.m.; Children's Service, 10 a.m.; Matins, 11 a.m. Preacher: Rev. H. Copley Moyle; Holy Communion, 12 noon; Evensong, 6 p.m. Preacher: Rev. Walter F. Scott, R.N. Tuesday, 6 p.m. C.E.M.S. Meeting address by Rev. N. T. Venn, R.N. on Faith.

DANCING

A DANCE

will be held at the **Palace Hotel KOWLOON.** TO-NIGHT

Saturday, 15th January.

January 8th at 9 p.m.

The Black & White

Syncopated Orchestra

(H.M.S. "Hawkins")

will be in attendance

with all the latest jazz music.

Ladies are Cordially Invited.

MRS. SEKAI

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4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.
E. V. M. R. de SOUSA.

LAMMERT'S AUCTIONS.

Madame Flint will sell for the account of the concerned at her shop "Au Chic Parisien" Pedder Street

Commencing on

Monday the 17th January 1927.

A very large Assortment of Fur Coats. Evening and Afternoon dresses etc. etc. etc.,

at prices that will satisfy everyone.

Lammert Bros.

Auctioneers.

CONSIGNEE NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship, "DOCTEUR PIERRE BENOIT," Consignee of Cargo from Dunkirk, Antwerp, London, Cognac La-Pallice &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instructions are received from the Consignees to hours before arrival requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday the 17th January, 1927, at Noon will be subject to rent and landing charges. All claims must be sent in to me or before Wednesday the 19th inst. or they will not be recognized. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs. Goddard & Douglas at 10.00 a.m. on Saturday the 16th inst.

No Claims will be admitted after the goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,

Agent.

Hongkong January 14, 1927.

A biography of the late John Wanamaker, America's famous department store owner who died a multi-millionaire, has recently been published. Mr. Wanamaker carried several million dollars of life insurance although he was so rich. His first policy—a small one—he took out when he was in his teens and very poor. As he got on he kept on adding further insurances, and never allowed a single policy to lapse. (The biography tells the whole story). To a gathering of life insurance men he once said:—"My five reasons for my sixty-two life insurance policies were:—(1) A friend I might become uninsurable; (2) best form of investment; (3) a savings fund; (4) from the standpoint of quick determination more profitable than any other investment I could make; (5) enables a man to give away all he wishes and still make such an estate as he cares to leave."

The Royal Society of British Sculptors' gold medal "for distinguished services to sculpture" has been unanimously awarded to Mr. Alfred Gilbert, whose works include the Shaftesbury Fountain at Piccadilly Circus and the Duke of Clarence Memorial in Albert Chapel, Windsor.

As an additional precaution against motor accidents the Traffic Commissioners of New Jersey have ruled that henceforth all drivers, to secure a licence, must pass a rigid eye examination.

THE BISHOP OF LONDON.



The Bishop of London is here seen conversing with the Hon. Sir Henry Pollock and Mr. H. R. Phillips on the occasion of his recent departure from Hongkong.

SHEER FOLLY.

CHINESE POLICY IN HANKOW.

POSITION ANALYSED.

Someone has opened the flood-gates of the sea of disorder in China, and the question is who will proceed to ordain the limits of the flood. No people can thrive on agitation, no state can exist without order. Thus writes a Shanghai Times contributor, who continues:

There does seem to be a method in the present madness, for the French and Japanese Concessions in Hankow are left in quiet and peace. The British Concession alone is the object of attack and the scene of turbulence. This shows that the breaking out of violence is, part of a well-defined plan and directed by responsible individuals.

CAMPAIGN OF LIES.

To irrational violence is added a campaign of lies, one of which is that the ferocious British have killed innocent Chinese. If these mischief-makers imagine that they can deceive the world by such false information and stir up antipathy to Great Britain in this way they are much mistaken. Others are not so credulous as themselves, for the public of other lands are accustomed to weigh evidence and to examine the sources from which such information emanates.

The grandiose idea of broadcasting the news that these agitators have made an outlaw of Great Britain is the most signal instance of pathos that the world has seen for a long time. It is highly amusing. It shows a very low degree of mental perception and a total failure to appreciate the seriousness of the situation. The people, or at any rate a part of them, who claim to be as highly civilised as the rest of the world are doing the most outrageous things: and they who claim the rights of rational men are trying wily devices that can belong to no other stage of civilization but that of the primitive.

MARK OF INCOMPETENCE.

I hope we are not unjust to primitive people. To compel women and children to go from their own homes and seek an asylum elsewhere from the violence of the mob, when there is no state of war existing, is not the mark of power but of incompetence. The outlaw is not the country or the people who suffer such indignity and inconvenience, but it is the party that permits such irrational acts and works through mob violence. We do not say people, but a party, for we do not think that the country of countless sages and the high dignity and lofty ideals of China would for a moment countenance the outbursts—we can call them nothing else—that are disgracing places along the Yangtze Valley at the present moment.

DAZZLED BY SUCCESS.

On the other hand it must be recognized that the people of the southern provinces are all more or less dazzled by the success and promises of the Canton programme. They look upon it as the instrument for the creation of the new China: they hope its army will deliver the country from the tyranny of militarism without inquiring whether it may not create a new tyranny: they laud the violence and irrational acts in Kuang and Hankow and think it a splendid opportunity to wrest back the foreign Settlements. The sense of justice and methods of sanity are clouded.

TOO MUCH LIBERTY.

Liberty is running to licence. The organization of unions of every description is spreading apace. Wherever the Cantonese rule extends, there the workers of every description are allowed to combine and impose arbitrary and onerous demands on the wealthier sections of the community.

Economic conditions of modern life necessitates an advance in wages to the wage-earner. That everyone should have enough to clothe himself and to supply the family with enough food is an admirable ideal and towards which every civilized community should strive. But it is to be feared that the unions have changed this honest purpose into an occasion for despoiling the wealthier classes. The "have-nots" are determined to reduce "the haves" to a state of beggary.

(Continued on Previous Column.)

DOCKYARD LADIES' CLUB.

LAST NIGHT'S FANCY DRESS CARNIVAL.

Abundant proof of the popularity of fancy dress carnival dances in Hongkong was forthcoming by the large number present at the Naval Dockyard Ladies' Club carnival dance held at the Hotel Savoy last evening, in aid of the Ministering Children's League.

Successful as the social functions organised by this enterprising ladies' club have been in the past, an unusual excellence characterised last night's festivities. Tastefully decorated with draped flags and palms and brilliantly illuminated, the spacious ball room of the new Hotel presented an inviting and charming spectacle.

A lengthy dance programme opened at 9 p.m. A vast number of people dressed in the most picturesque and original costumes seen in the Colony for many a day, whirled around in the spirit of gaiety and joy, to the strains of the exhilarating dance music served up by the Titania's Melodians, a talented jazz band of musicians. Among those present were:—Lady Tyrwhitt and the Misses Tyrwhitt, Commodore and Mrs. J. L. Pearson, Captain Ramsey (of the Keppel), Commander and Mrs. E. H. Phillips, Mr. and Mrs. J. S. Gillingham and others.

The dazzling effect of the different coloured costumes was most weird. Originality was wonderfully represented. Much might be said about the costumes and rig-outs. One lady wore a striking dress representing a Chinese Princess, while another fair competitor was dressed in copies of the local press with a cross-word puzzle on her shoulder and interesting correspondence columns overlaid. Then a young fellow paraded as "Three O'clock in the Morning"—a young married man, with a pair of troublesome twins, alarm clock and candle complete. There were Eastern maids, Spanish Senoritas, kilted ladies, early victorians, promising "Buds," "Breaths of Spring," Herbs, and Dreams. One charming lass, whose handicap was scratch, was dressed as a Chelsea centre-forward—she looked all that; while another was dolled up in a creation of Black Cats and Whiskers and her costume was in keeping with her name. There were Rajahs, Sheiks, savages, chequered clowns, and "Good Nights" clad in pyjamas. A "Dark Horse" of the He-sex disguised himself as Madame Lenken, and bolted with a chattering girl dressed as "Minus"; she was without face powder and lipstick. Another gent paraded as "Nobody's Darling"—he was passing himself off as a Coolie Lady, with Market "chow" and baby on back complete—and in the course of his travels he gathered a respectable "cushaw" for the "caus" perhaps. Pierrots, slaves, goblins, niggers, reincarnations, and other equally attractive characters sprang into view.

There was a break in the dancing at 10.30 p.m. for a grand parade and march past, when Commodore and Mrs. J. L. Pearson and Captain Ramsey judged the fancy costumes and dresses. Amongst such a galaxy of original rig-outs and creations, it was no easy task to individualize, for the spirit of rivalry was keen, noticeable among the ladies. However, after a short consultation, the judges awarded the prizes to the following successful competitors:

Ladies.—1st, The Parley Queen, Miss Lily Spant'n; 2nd, The Gipsy, Miss E. Long.

Gentlemen.—1st, "Three O'clock in the Morning," Mr. Jack Grenham; 2nd, The Coolie Lady and Baby, Mr. Charlie Jones.

The spotlight prize was won by Mrs. W. Osbourne and Mr. Perrow.

Lady Tyrwhitt presented the awards to the lucky winners. There was a short interval for a flash-light photograph and refreshments, after which dancing was resumed, and with streamers and balloons everywhere, the gay carnival spirit continued until 1 a.m.

The success of the evening was due to the splendid organization of Mesdames Daniels, Ponsford, Hughes, and Gairns, whose united efforts for the cause of charity should considerably benefit the funds of the M. C. League. The Dockyard Ladies' Club is fortunate in having such an enthusiast as Mrs. L. Daniels for a secretary, and another carnival dance in the near future will be welcomed by all who love this form of social evening.—Contributed.



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INDUSTRY IN U. S. A.

THE NEXT STEP.

A still convalescing Europe, its ears tingling with the recent warning of the Preparatory Committee of the proposed World Economic Conference that the hub of the world's trade is gradually moving from the Atlantic to the Pacific, may well turn envious eyes on the United States says the *Manchester Guardian*. For last year, as Mr. Hoover, the Secretary of Commerce, claims with a good deal of hearty pride, in his annual report, was a year of exceptional prosperity in America and "the material condition of the people rose to an unparalleled level." Unemployment during the year was practically non-existent, and output exceeded even the level of 1925, itself a prosperous year. There were some flies in the ointment: the textile and bituminous coal trades did not share completely in the general prosperity, and the prices of certain agricultural products were out of step with prices in general. But, on the whole, there was no big cloud in the sky. There is a good deal of interest, therefore, in Mr. Hoover's suggestions for the future. The maintenance of the present high standard of living, he says, depends now on the elimination of waste—not in individual processes, but by co-operative reforms of the economic organization of the country as a whole.

Mr. Hoover's campaign against waste is to be organized from a platform often planks—solid enough, but even in Europe, not entirely unfamiliar. Waste in inadequate railway transportation is to be attacked by improved equipment and methods. Water resources are to be developed to cheapen the transport of bulk commodities and to produce cheap power. Fuel and labour are to be saved by extensive electrification schemes. The booms and slumps of the "business cycle," with "their intermittent waves of unemployment and bankruptcy," are to be reduced. Variations in employment in the seasonal industries are to be compensated. Standards of quality, simplification of grades, and the elimination of unnecessary varieties of manufactures, together with uniform specifications, bills of lading, and other business documents are to reduce waste in production and distribution. There is to be increased expenditure on research with the view of developing genuine labour-saving devices and improved processes. Co-operative marketing and better terminal facilities are to reduce the cost of selling agricultural produce. The development of commercial arbitration is to eliminate the wastes of litigation. Finally, "the waste arising from industrial strife between employers and employees" is to be reduced.

Perhaps in Great Britain there is little hope of carrying out an exactly similar programme. There is no unparalleled prosperity in which an optimism vigorous enough to face such an extensive and all-embracing scheme of reform may thrive. Some progress along similar lines, though on a more modest scale, has, however, been possible. The British Engineering Standards Association, as was handsomely acknowledged by the Imperial Conference, has done useful work in industrial standardisation, though in many British products there are limits to simplification so long as production concentrates on the finer goods with their individual appeal. In the development of arbitration the Manchester Chamber of Commerce has taken a leading part. An ambitious scheme of electrification should shortly be adopted. But in the attempt to control the larger fluctuations of the "trade cycle" Mr. Hoover will find few disciples in this country. The trade cycle, as we understand it, is still too vague a conception upon which to base a trade policy. If it exists in reality attempts in this country to forecast its course have been less fortunate than those in America: indeed, there are few who would venture to say whether in this country trade is now on the upward or the downward swing of a "cycle." In this sphere, at any rate, industry must be content for the present, to go in blinders.

When Bertrand Russell was contemplating staying in Peking a good deal longer than in the end he did, his Chinese friends, finding it impossible to pronounce the name of "Russell," had got another one ready for him, to wit, "Lo Su." Presumably Lo Su is the nearest to Russell that the Chinese tongue can manage.

BURIED CITIES.

RIDDLE OF CENTRAL AMERICA.

ANCIENT CIVILISATIONS.

"Primitive Tribes and Buried Cities" was the subject of a lecture by Mr. F. A. Mitchell-Hedges, F.Z.S., F.R.G.S., in the Usher Hall, Edinburgh. The lecture was under the auspices of the Royal Scottish Geographical Society. Viscount Novar presided over an audience that filled the spacious hall, and the lecturer's narrative of his remarkable discoveries in Central America, sometimes picturesquely graphic, sometimes humorously laconic, gripped the attention of the large audience for more than an hour and half. Striking lantern slides enhanced the interest of the narrative.

Before introducing his audience to some of the wonders of fishing in East Panama, his experiences among the primitive San Blas and Chucunaque Indian tribes, and the ruins of a great Maya city in British Honduras. Mr. Mitchell-Hedges said that exploration meant far more than getting specimens for museums. It was the spirit that counted. They owed the great British Empire of which they were all so proud entirely to the men who went out. Trade and commerce were the pulse of the Empire, and the explorers were the vanguard of the traders. Mr. Mitchell-Hedges went on to describe fishing adventures in East Panama. Their fishing hooks weighed 14 lbs. and he remarked they would realise the size of fish they expected to catch. If they went home and had the worst nightmare they ever had not by the greatest stretch of imagination could they conjure up anything worse than there was in the sea. They caught many grotesque creatures. One mighty swordfish weighed 5,700 lb. Knowing what fishers at home were, they had brought specimens of vertebrae back with them (Laughter.)

A Legendary Tribe.

From Panama the scene shifted east to the San Blas islands, and then into the interior, where the explorers came upon a hitherto legendary tribe—the Chucunaque Indians. He said they were in the most awful state of disease and degeneracy, and related some of their extraordinary experiences among this primitive people. There was lively humour in the lecturer's description of the strategy employed to get into the good graces of the tribe. As a result they were able to bring home 1,000 different pieces of their native writing on cloth, over 3,000 barbaric necklaces, many ethnological specimens, and over 100 of their gods. These specimens were handed over to the British Museum, where it was discovered that no other museum in the world had specimens like them.

Mr. Mitchell-Hedges went on to describe the excavations of the Maya city, the "Place of Falling Stones," in the interior of British Honduras. Lantern slides illustrated the character of the jungle through which the explorers had to pass. The growth was so thick, he said a building the size of St. Paul's Cathedral would not be seen at sixty yards. In this ruined Maya city they found a building constructed of massive blocks of stone, and covering about 10 acres. There were an amphitheatre that could accommodate over 10,000 people, sunken courtyards, tiers, stone stair ways, and, more remarkable still, at the top of a precipitous hill they found terraces made of blocks of stone, hardly any of which weighed less than 20 tons each, hewn from an unknown quarry, carried over unknown distances, and raised in an unknown manner to the top of that precipitous hill. He ventured to suggest that with all our knowledge to-day, mechanical and otherwise, we could not do it. They saw in the great Maya civilisation the highest aboriginal civilisation the world had ever known. The more that was known about this civilisation, he predicted, the more it would transcend in importance the ancient civilisation of Egypt. It might be that the scientific conception of the culture of man would have to be changed. It might be that in Central America lay the answer to that riddle.

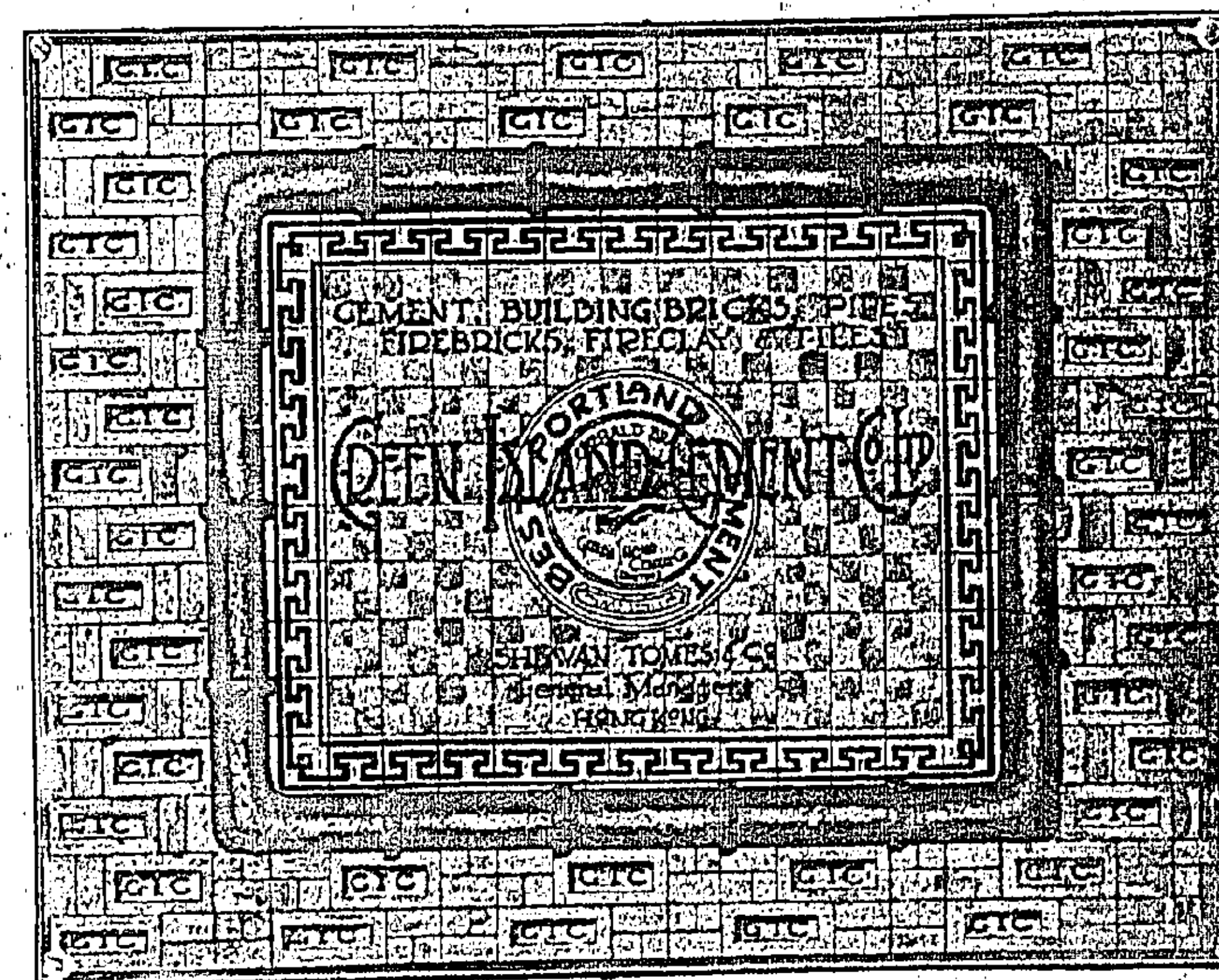
Considerable interest was created when the lecturer had the lights raised, and produced from a box heads from members of certain tribes in Ecuador, reduced in size, but still retaining perfect features. The process he explained, was a scientific marvel. The hair was reduced in the same proportion to the features.

Villa del Rosario, Argentina.—While digging in the cloister-garth here recently, Friar Ireneo came upon a well-preserved fossil skeleton of the glyptodon, forerunner of the armadilloes, and some twelve feet long. He announced subsequently that the creature had lived before the Flood and was, therefore, as old as 4,000 years.

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A GREATER BRIGHTON.

AREA TO BE QUADRUPLED.

Brighton is to enlarge its boundaries. Negotiations have been going on for long past. They have been successful; the Corporation has approved of the details; and a private Bill is to be presented to Parliament. On the plan as proposed the acreage of the country borough will be more than quadrupled, and the greater part of three rural or semi-rural parishes will be absorbed.

It is said that, with the exception of London, Brighton is the most densely-populated town in the kingdom. Some of its hill-sides seem to be as closely covered with slate roofs as are some of those at Plymouth, and that is saying much. Moreover, recent years have probably increased the density, for so many of the huge mansions of the front and of the squares have been converted into flats as to provide, probably, for a greater increase of population than all the new houses put up within the borough since the war.

Safeguarding The Downs.

The need for expansion is not so much that Brighton has overflowed its bounds—there is still space, though not too much, for building within the borough—and such building as has taken place outside its borders is mainly in distant, scattered parts of the adjoining parishes rather than on the outskirts of the town. Then there is a small and ugly settlement on Sweet Hill, Patcham; another on the London Road at Patcham; the settlement at Brighton Heights, east of the race-course; the bungalows at Ovingdean, and the very considerable expansion of Rottingdean. The extension is not, then, to bring into the area of the borough a big, extra-urban rateable value—the reason for the expansion of some cities and towns—but is in pursuance of a policy which has for its object the safeguarding of great areas of the Downs and control of building, etc., within this area. By far the greater part of the land to be brought into the borough is actually owned by the Corporation.

The new area lies north, north-east and east of Brighton. It reaches more than three miles north, along the London Road, to Painsdown, skirt Stagger Park, misses Newmarket Hill, but includes Bullock Hill, and extends to Bardsdean—the farm in a remote hollow of the Downs recently acquired by Brighton—and will include a part of Salsdean, the site of the latest Peacehaven development. The area includes wide sweeps of undulating Downland running to altitudes of more than 500 feet; many secluded and beautiful combs and valleys; several golf courses, the Hollingbury and Moulcombe parks, and three miles of cliffs, as yet almost unbuilt on, and three ancient villages.

The Three Villages.

The villages are Patcham, Ovingdean, and Rottingdean. Patcham is no longer so picturesque as it once was, but it has a Norman church with a medieval wall painting of the Doom, and a quaint monument of chalk carved with nude figures. In the farm near by is one of the oldest of Sussex dovecots, circular, conical, and with the revolving beam and arm for reaching the nest. There is also one of the donkey walls of which it is so persistently said that there are only three in the kingdom, though there are more than that in the neighbourhood of the South Downs alone. Patcham Place is a beautiful early eighteenth-century mansion of the local split back flints. It has been bought by the Corporation, and the grounds are intended to be a public recreation park. The Ladies' Mile, a famous Downs gallop, and the Indian Chattri, are within the parish.

Rottingdean is better known, for it has a frequent bus service, many schools, and a growing population. It is by no means so badly spoiled as other places in the vicinity, for a strong conservatism has preserved unspoiled the village street and the heart of the place, with the partly Saxon church, Kipling's old house, Burne-Jones's house, several other houses of great beauty, the pond, the green, and various wayside strips of lawn. Salsdean, just beyond, is threatened with much building, and if this is mercifully spared until the Extension Bill is passed, Brighton may be able to do something to control and guide its development.

Ovingdean is known to fame by reason of Harrison Ainsworth's mendacious, but thrilling, romance. Though but a mile or so

"GATE CRASHERS."

A NEW KIND OF NUISANCE.

Nowadays hostesses are faced with a new kind of nuisance in a set of bright young people known in America as "gate crashers," says a Home writer.

"Gate crashers" believe in the theory that the whole secret of life is the art of obtaining something for nothing. When they feel in need of a little entertainment they merely put on their best clothes and boldly saunter forth to the best dance in London on that particular night. Incidentally what a "gate crasher" doesn't know about the hostesses who give the best parties isn't worth knowing.

They coolly enter the house, shake hands affably with the rather dazed lady of the house, who has a vague feeling that she must have met them somewhere, languidly join the dancers, and make disparaging remarks about the floor, the band, the lighting, and the supper.

Their numbers have lately grown to such an extent that a dance may be attended by twenty uninvited guests who upset all arrangements, especially those made for supper.

If there is no private dance in London of a quality to suit the "gate crashers," fastidious tastes, they make up a party and repair to some well-known restaurant about supper-time.

They keep well away from the restaurant proper, sit in the lounge and order coffee, the sole expense of the evening.

Whenever they want to dance they saunter into the restaurant, where they can enjoy the same advantages as those who have paid a guinea a head for the privilege of dancing to one of the best bands in London.

Some hostesses and maîtres d'hôtel are combining now against this social pest; the former by admitting guests only on the production of invitation cards, the latter by politely barring from the dancing room those who sit in the lounge.

DOGS OF ST. BERNARD.

RUSH TO VICTIMS OF AVALANCHE.

Geneva, Dec. 8.—The avalanche which fell yesterday near the famous hospice of the Great St. Bernard Pass provided one of the most dramatic episodes in the eventful history of that region.

A party of five monks and five students set out on skis to make a tour of the neighbourhood, when one of them suggested that they should visit the scene of an avalanche which had fallen earlier in the day.

The track of the avalanche lay between the hospice and the little Italian Customs House lower down the valley. The monks had already traversed the danger zone when, with a roar like thunder, another avalanche of powdery snow 200 yards wide fell, sweeping the five students away.

Two of them freed themselves, but, despite the frantic efforts of the monks, no trace could be found of the others.

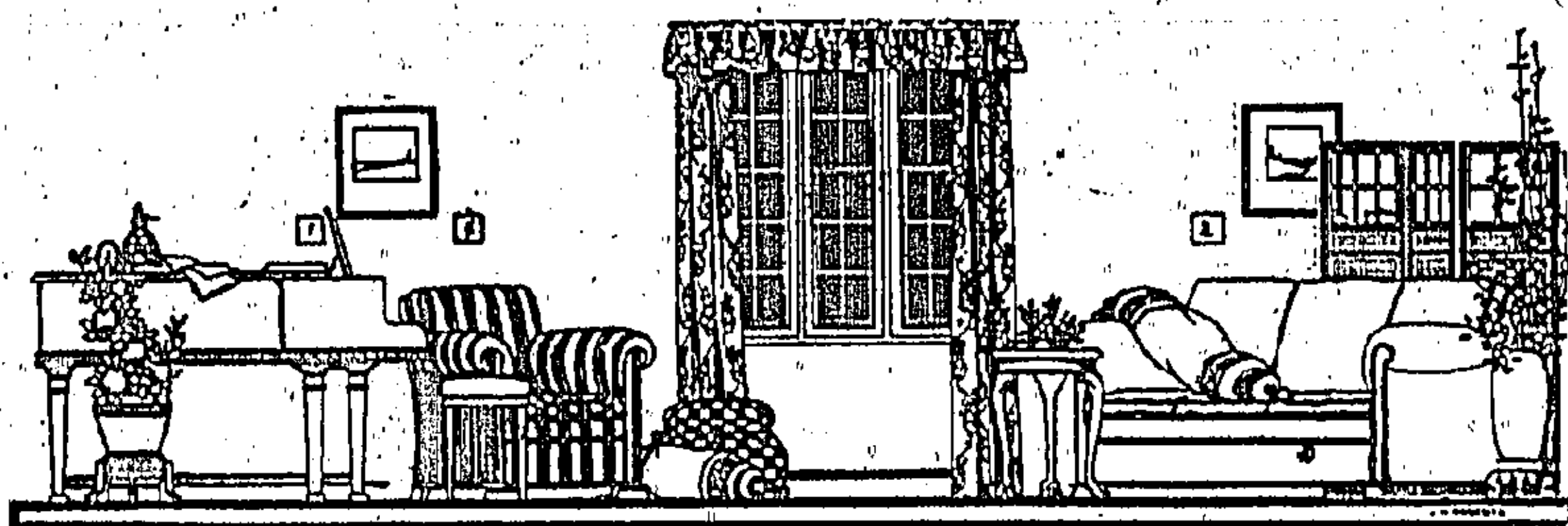
Dogs' Feverish Work.

A messenger on skis was then sent to the hospice to fetch the famous dogs which are named after St. Bernard. The powerful and intelligent animals, specially trained for rescue work in Alpine snows, arrived on the scene baying loudly.

With their unerring instinct they began burrowing feverishly and very soon the body, still warm, of one student, named Luisier, was recovered. Artificial respiration was tried for six hours but was unsuccessful.

The bodies of the other two students were recovered in a similar manner, but both were dead. A column was then formed, and a mournful procession went back to the hospice, where the bodies will be interred in the little vault where the victims of so many Alpine tragedies repose.

from Brighton's boundary, it was completely concealed, a tiny hamlet with an early Norman church, one of the most interesting in Sussex, a big farm, and a handful of cottages. Alas, it is no longer so secluded. Many bungalows crest the slope towards Rottingdean windmill. On this ridge is one of the most ancient of the Downland trackways, along which may have been borne by Romano-Britains flints from the beach below Rottingdean for the Roman glass works in Kent and Surrey.—Observer.



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DE 5		\$6.75	
DE 5	B	\$6.75	
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DE 8	(L.F.)	\$6.75	

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AEROPLANE BREAKS UP.

MACHINE WRECK IN MID-AIR.

The amazing spectacle of the wings of an aeroplane breaking from the body of the machine 4,000 feet up, and the desperate struggle of the pilot to escape with his parachute was witnessed on Dec 8th at Martlesham Heath, Woodbridge, Suffolk.

About 30 yards from the wreckage was found the body of the pilot, Flying Officer Gilbert Vernon-Wheatley, of the 22nd Squadron, R.A.F. He had been killed instantly, and the opened parachute by his side told of his dramatic attempt to save his life while the broken machine was rushing downwards to earth. The wings came to earth half a mile away.

An eye-witness, motoring from Ipswich to Woodbridge, told a *Daily Chronicle* representative that he saw the aeroplane flying over the main road.

"Everything about it seemed to be perfect," he said. "Then suddenly I saw the wings leave the main body of the machine. For a distance they were carried forward by the impetus of the machine, then they floated gently to the earth. But the body of the machine, with the pilot in the cockpit, came hurtling downwards at a terrific speed. It fell a long way from me, but the crash was clearly audible.

Another witness said he heard three loud reports just before the machine broke. It was then coming out of a nose-dive.

An Expert Pilot.
Flying Officer Wheatley, whose home is at Vernon House, Stretton,

Shropshire, was 27 years old, and one of the most popular officers at the Martlesham Heath R.A.F. Testing Station, which he joined about a year ago, after service in India. Like all the officers attached to this station, he was an expert in aeronautics and had tested many machines.

The one in which he met his death was a Gloucester Gamecock, the latest type of single-seater fighters. This type was introduced in the R.A.F. about a year ago, and was used by the 43rd Squadron at the last R.A.F. display.

Martlesham Heath is the largest testing station for land planes in the country, and members of the staff are chosen for their knowledge of aeronautics and flying skill. Testing is carried on daily, and accidents are extremely rare. This is the first for nearly three years.

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BUILDING BAZAAR.

OPENING YESTERDAY BY LADY CLEMENTI.

The monster bazaar organized by St. Paul's Girls' College was opened at the China Building by Lady Clementi yesterday afternoon. There was a crowded attendance and an excellent display of pretty and useful articles on offer.

The Hon. Dr. B. H. Kotewall C.M.G., chairman of the Honorary Building Committee introduced Lady Clementi and explained the objects of the bazaar. He said that in deference to the wishes of Miss Woo, the principal of the College, he would speak briefly in English and then make some remarks in Chinese.

As chairman of the Building Committee he desired to express his thanks to the College and to Lady Clementi for consenting to open the bazaar. Her presence was not only a great encouragement to them but an indication that Lady Clementi took a deep interest in female education.

He felt that the College did not need any persuasion to do what it had done and the fact that Lady Clementi was present set the seal on her approval and proved that the bazaar was worthy of support.

Lady Clementi then declared the bazaar open, expressing the hope that the work done by the College would be rewarded and that the bazaar would prove to be a great success.

THE CHINESE Y. M.

ELECTION OF FIVE BOARD MEMBERS.

The annual meeting of the Chinese Young Men's Christian Association was held at Bridges Street, last night when five members were elected to fill the vacancies which occurred on the board of directors by the termination of office of five of the old members.

The members elected on the board were, Dr. W. C. Chau, Messrs. J. H. Bush, Ngo Chiu, Wong Sum-kam, and Dr. Arthur Woo, all of whom, with the exception of Dr. Chau are new members, the latter having been re-elected.

It may be explained that the management of the affairs of the institution is under a board of directors who are elected every three years. On the expiration of the term of office of any of the members, new directors are elected to fill the vacancy, or the old member is re-elected to the post.

There were five retirements this year and of the number only Dr. Chau was re-elected.

At a subsequent meeting, which will be held next week the board will sit to elect its president and other officials.

The only other business brought up was the revision of the constitution, but it was decided that the subject should be postponed till next month.

RUBBER PRICES.

LATEST QUOTATIONS FROM SINGAPORE.

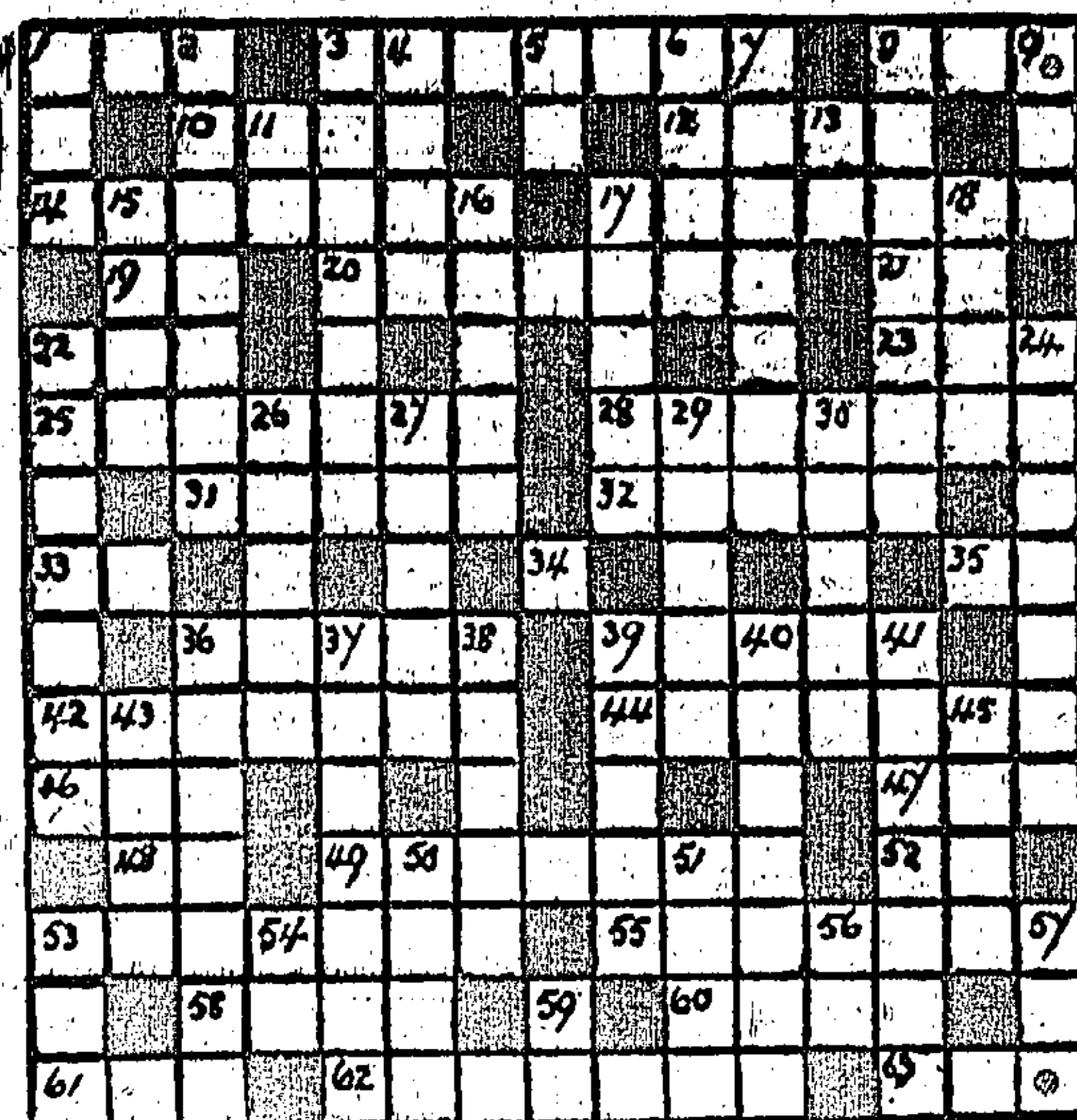
Messrs. Carroll Bros. advise the following sales made with the Straits: Atterley \$2.00
Ayer Moleks 2.50
Bukit Jelutong 1.05
Connemaras 2.70
Jerams 1.80
Jimalas 2.50
Lunas \$3.70 c.d.
Mentakabs 4.70
New Serendaha \$4.70

The following Dividends have been declared:

Rubbers, Lunas.—25 per cent Final making 60 per cent for the year.

Tins, Lingui Tins.—5 per cent Interim making 10 per cent to date; Potaling, 5 per cent making 15 per cent for the year; Telok Krui.—12 1/2 per cent making 30 per cent for the year. 5 per cent Interim.

OUR CROSSWORD PUZZLE.



Across.

- 1 Girl's name.
- 8 Clemencies.
- 8 Lick up.
- 10 Highway.
- 12 Rugged.
- 14 Avoided.
- 17 Subjoins.
- 10 Negative prefix.
- 20 Having knots.
- 21 Within.
- 22 Conjunction.
- 23 Cry as a pigeon.
- 26 Hardened.
- 28 Terms.
- 31 Boy's pet name.
- 32 A Felony.
- 33 Royal Academician (abbr.)
- 35 Correlative of either.
- 36 Raw hides.
- 39 Prime mover.
- 42 Group of alps.
- 44 Angerly.
- 46 Evening.
- 47 Signal for help.
- 48 Editor (abbr.)
- 49 Considered.
- 52 Towards.
- 53 Elementary books.
- 55 Appearing.
- 58 Horridly.
- 60 So be it.
- 61 Little child.
- 62 Inquirers.
- 63 Obtain.

Down.

- 1 Stupid fellow.
- 2 On the river Arun.
- 3 Cattle food.
- 4 Famous garden.
- 5 Company (abbr.)
- 6 Eagle.
- 7 Separates.
- 8 Dictionary.
- 9 Second post-script.
- 11 Forward.
- 13 Prefix meaning down.

Pursue.

Pop.

Letter of the Greek Alphabet.

Enough (old spelling).

Set down.

Birds.

Consumed.

Prepares for publication.

Principal axis.

A Mechanical man (We give it "Robot").

Personal pronoun.

Prophecy.

Jumpers.

Photographs.

Measures.

Cycles for two persons.

Reposing.

Always.

Rogue.

Galleys.

Not far.

Mug.

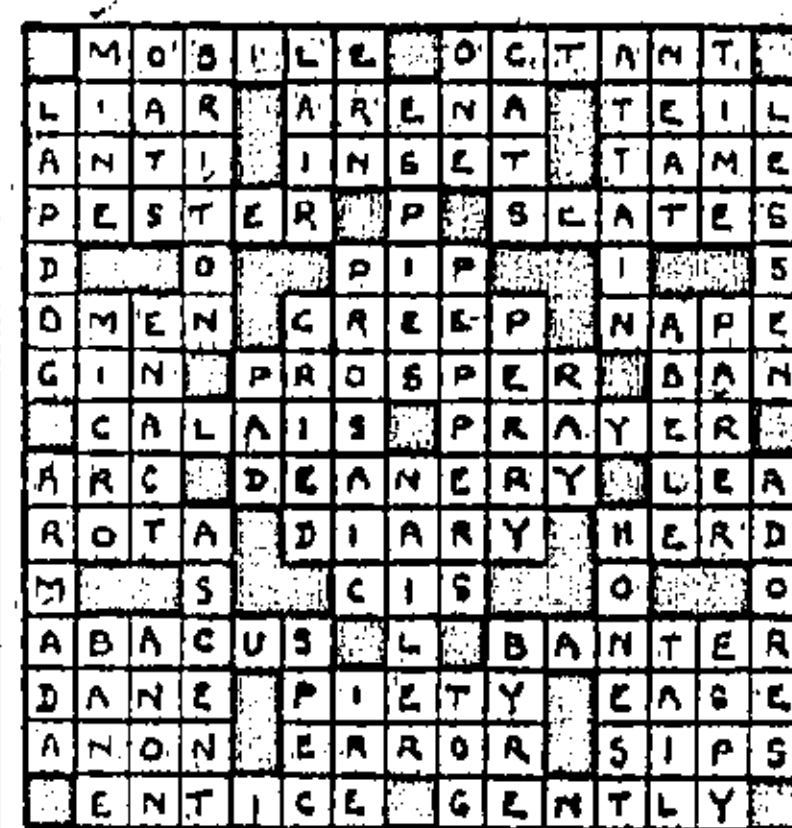
University degree.

Myself.

Fetched.

All correct (abbr.).

Yesterday's Puzzle.



THE SURTAXES.

PEKING GOVERNMENT'S NOTIFICATION.

Peking, Jan. 14. The Foreign Office representative informed the Legations yesterday of the Government's intention to levy surtaxes.

The Japanese have decided to protest, irrespective of the action of other Powers.—Reuter.

American Attitude.

Washington, Jan. 14. Hitherto there is no indication that the United States Government will oppose the action of the Peking Government in imposing the Washington surtaxes.—Reuter's American Service.

AN ACTOR KILLED.

BURNED TO DEATH IN NEW YORK FIRE.

New York, Jan. 14. The actor, Mr. Arnold Daly, was burned to death when he was trapped in a fire in his flat.—Reuter's American Service.

GREEK WELCOME.

MEDITERRANEAN COMMANDER AT PHALERON.

Rugby, Jan. 14. Admiral Sir Roger Keyes, commanding the British Mediterranean Fleet, which is now visiting Greek waters, was officially welcomed on board his flagship Warapite on arrival at Phaleron yesterday.

A representative of the Greek Foreign Office attended to welcome Mr. Winston Churchill, who in his private capacity is a guest of Sir Roger Keyes on the cruise.—British Wireless.

INDIANS IN AFRICA.

PROVISIONAL AGREEMENT ON IMMIGRATION.

Cape Town, Jan. 14. It is understood that the round table conference on Indian immigration resulted in the conclusion of a provisional agreement which requires the ratification of the Union and the Indian Governments and Parliaments.—Reuter.



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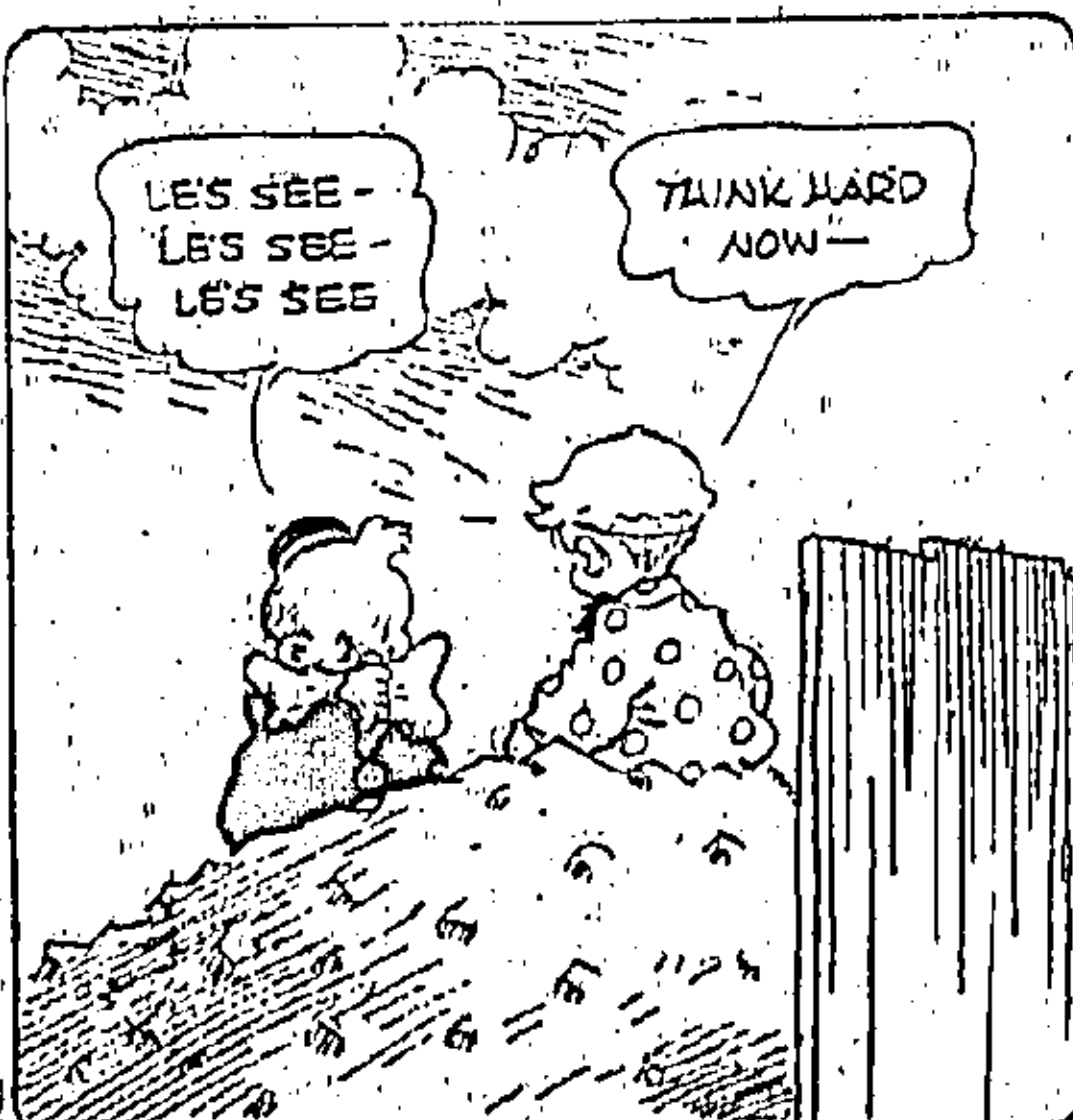
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The Telegraph

SATURDAY, JANUARY 15, 1927.

STREET WALKERS.

It has long since been an offence to drive a vehicle "to the common danger" and now it would seem that, before very long, it will be an offence in cities where there is much motor traffic to "walk to the common danger." Until now it has been an axiom in Britain that "Pedestrians have first right of the road" and although that law still stands it is possible that it will eventually go the way of other worn-out shibboleths. We are not a little jealous of the rights of pedestrians and, were it not for the obvious necessity of safeguarding them from the dangers of fast-moving traffic, would raise a loud protest against anything that threatened their rights. But it must be obvious common-sense to most men that, in large cities where motor and other traffic preponderate in the streets, the walking about of pedestrians ought to be controlled just as much as is wheeled-traffic. There is no logical defence for the aimless wandering of pedestrians on traffic-crowded streets, and in America, as all know, they fine "Jay" walkers for "walking to the public danger." We notice in one of the latest London papers to hand that the London County Council has been giving serious attention to the problem of "Jay" walkers and that there is a movement on foot to regulate the crossing of streets. It is hard to defend uncontrolled street crossing, especially in view of the fact that London's pedestrians are getting killed by motor traffic at the rate of three per day. It is suggested that at certain busy spots, there shall be no dashing across the street, that pedestrians must cross at the proper place marked out for them and under instructions of traffic police, and that there should be fines for infringements of the regulations just as there are fines for motorists to-day.

The proposal has raised a storm of protest at home and there have been a number of sarcastic newspaper articles on the disappearing freedom of Britishers. One writer cynically remarks that walking about freely in the street is about the only kind of freedom left to most people, and, of course, must be taken away—men and women cannot walk about the King's highway uncontrolled by any law or regulation. But we think that it is possible to run counter to common sense on a matter such

as this. We would all like to retain our liberties and freedoms, but when full retention results in trespassing on the newly-acquired claims of others we ought to be willing to compromise. There is no doubt that very many people in this world habitually go "walking to the common danger" and any motorist in this little Colony of Hongkong will say that most of the Chinese come under this heading. Those who aimlessly wander about in the streets instead of keeping to footpaths are a dangerous menace, and it is not enough for the "stickler" to say that every man has the right to wander about in the street if he so wishes. In law, a man may still have that right, but in fairness to the driver of a vehicle (whether fast or slow moving) who is himself restricted there should be reasonable restrictions put on the wanderers. In normal circumstances it is but right that the pedestrian should be protected against quicker-moving traffic, and we are not unmindful of that. Every man and woman has the right to walk about free from the threat of modern juggernauts but those same men and women ought to be prepared to give reasonable scope to fast-moving traffic. Motor cars have come to stay and we ought to adjust ourselves to them, because it will be to our all-round benefit if we do. It will be very interesting to say the least to watch the outcome of the L.C.C. discussions.

Lottery Law.

It is to be presumed that Mr. Loschy, who yesterday made some rather novel submissions for the defence in a lottery ticket prosecution, was rather more concerned to make out as good a case as possible for his client than he was to deal with the larger issues raised. He spoke of being himself liable to be prosecuted, since he had one or two tickets in his own residence, but it is to be supposed that these were not of the type found on the man whom he was defending. It is, of course, true that, strictly speaking, the selling of raffie tickets, of which there are plenty disposed of in the Colony, is illegal, since the element of chance governs the eventual winning of the prize. But the authorities do not enforce the law to this extreme point. What is objected to here is organised gambling on a large scale, for personal gain or profit. Raffie and all such schemes do not usually have this result—it is customary for them to be arranged on behalf of some communal cause, and the final outcome is to benefit deserving institutions. That, as we see it, is the line taken by authorities, and the distinction is one which we are sure even Mr. Loschy appreciates. If the ban against lotteries were totally lifted, Hongkong would soon become a centre of a vice which would work untold harm; as things are, some attempt is made to operate the law with a sufficient degree of latitude as to be reasonable.

EXCHANGE RATES.

Paris	Rugby, Jan. 14.
Brussels	122 1/2
Amsterdam	34.90
Berlin	12.13 1/2
Copenhagen	20.45
Vienna	18.21
Helsingfors	34.45 1/2
Lisbon	217 1/2
Buenos Aires	43 15/32
Shanghai	2/6
Yokohama	2/0 1/2
New York	4.85 1/2
Geneva	25.17 1/2
Milan	110 1/2
Stockholm	18.17
Oslo	18.3 1/2
Prague	30.37 1/2
Madrid	16 1/2
Rio	1/6 1/2
Bombay	1/11 1/2
Hongkong	1/11 1/2
Silver (spot)	25.11 1/2
Silver (forward)	25.11 1/2

—British Wireless.

By order of the mortgagee, Mr. E. V. M. R. de Sousa yesterday afternoon sold No. 21, Nathan Road, Kowloon, at the China Auction Rooms. There was brisk bidding for the property, the upset price of which was \$50,000. Mr. C. A. da Rosa became the purchaser at \$72,000.

DAY BY DAY.

THE CARE OF RICHES LIES HEAVIER UPON A GOOD MAN THAN THE INCONVENIENCE OF AN HONEST POVERTY.—L'Estrange.

Act. Wt. Engr. W. J. McNally has been appointed to H.M.S. Titania for service in Submarines.

The wedding is taking place at St. Andrew's Church, Kowloon, this afternoon of Captain V. R. Wright Neville and Miss Gwen North.

A Reuter's Shanghai message states that the Town Hall property, in the foreign Settlement at Shanghai, has been sold for 12 lakhs to Chinese buyers.

The date for the closing of entries for the annual race meeting of the Hongkong Jockey Club has been postponed until Wednesday, January 26th, at 5 p.m.

Amongst the passengers who arrived by the Empress of Russia yesterday were Mr. C. S. Richardson, Mr. and Mrs. F. Vida, Mr. S. J. Hicks and Mr. R. R. Roxburgh.

Observatory returns for December show that the average mean temperature was 62.7, the highest being 76.5 and the lowest 43.2. There were 141 hours of sunshine and 0.45-inch of rain. The average humidity was 69.

Under the Food and Drugs Ordinance, during the past year there were 356 samples taken in the Colony, of which all but 16 were genuine. The greatest number of any one commodity was 136 of fresh milk, of which all but five were genuine.

We learn that in connection with the recent dispute between the Compradores' Association and the Piece Goods Guild, the former has issued an official announcement to the effect that, owing to prevailing conditions, it has been decided to postpone the enforcement of the proposed increase in commission.

After serving for two years as a warder at Victoria Gaol, Mr. G. Harris left for Australia by the Tai Ping to-day. Mr. Harris, who is an ex-naval man, is taking up the occupation of chicken farming, and friends wishing to correspond are asked to write to him at Labor Road, Blacktown, Sydney, N.S.W. Last evening, Mr. Harris was the recipient of a case of pipes and a tobacco pouch, which were presented to him in the warders' mess on behalf of his colleagues who gathered to wish him farewell.

CORRESPONDENCE.

H. M. V. RECORDS.

[To the Editor of the Hongkong Telegraph.]

Sir,—I was very interested to read in your last night's issue the "Musical Jottings" by "Allegro" in which it was stated, in the third paragraph, that H. M. V. records cannot be obtained in Hongkong. We wish to inform the public that this is not so, as, under an arrangement with the Victor Talking Machine Company, we can and will supply customers with any H. M. V. records to order.—Yours, etc., H. A. JONES, Manager, MESSRS. A. S. MOUTRIE AND CO., LIMITED, Hongkong, Jan. 15th, 1927.

CENTRAL BRITISH SCHOOL.

Sir,—I feel sure that members of the staff of the Central British School will appreciate the kindly reference which appeared last night. You state that receipt of a copy of the School prospectus serves as a reminder of the excellent educational facilities provided by this institution and, further, you make bold to say that, so far as staff is concerned, no school in the Colony has ever been better fitted to educate the rising generation.

May I, in turn, venture to hope that the recently published returns of last year's University examinations will remind the staff of the Central British School that other institutions in the Colony, perhaps not so generously staffed, can and do obtain more fruitful results.—Yours, etc., PARENT, Kowloon, 14th Jan. 1927.

QUO VADIS?

Falling Incomes—Low Exchange—Rising Prices.

There is an old ballad that says:—"I don't know where I'm going to, but when I get there I'll be glad, I'm following in Father's foot-steps, I'm following the dear old Dad!"

Of course we haven't all had parents in the East, but we have all met the wealthy old gentlemen at home, just tottling down to the "Thatched House" before lunch, and most of them tell you how easy and simple a matter it is living in the East. I remember being given a long list of prices which included sixpenny chickens, and coal, at 10/- a ton. This particular "lucky one" had adjusted his mind to sterling again after a successful sojourn in Hongkong, and a neighbouring Concession. Life had never seemed easier to him than in those splendid days when his table was always laid for six extra guests, whether invitations had been issued or not, and his one pride was in his ever-open front door. Tell him of present conditions, and he either is frank, and accuses you of exaggerating the difficulties, or doesn't consider such discussions as ensue worth his while. Tell him that most of our financial troubles can be directly laid at his door, and he will throw a fit, or take an hour explaining what a glorious place he, and a chosen few, have made of the rocky island. What have they made? Possibly a Utopia for rich men. We blame political upheavals for most of our troubles, because they interfere with our race towards wealth, but to the thinking mind it becomes more and more obvious that radical changes in the standard of living will have to take place individually, and collectively, and these changes will have to begin at the top to become effective.

Immediately after the war, Malaya suffered the agony of partial bankruptcy. An overstocked world market reduced the raw commodity of rubber down to sixpence a pound when it had always been considered only profitable at the cost of 2/- a pound at the first sale. Many a sad tale could be told of those days, and much surprise was felt when the fact of profitable production at 11d. was generally recognised as indisputable. From that day the whole trade took on a more healthy complexion, and with the aid of an enforced limitation of output, progress in every way is most satisfactory.

Hongkong is only a clearing port, and it may be a mistake to cite a natural production as a wealth-earner, but the two colonies are analogous for the simple reason that it has become necessary for each to find its first cost in living, and in business, especially in retailing here in Victoria. From the lowest coolie up to the dizzy heights enjoyed by the man who serves on the Council after he can afford to retire, each and every one of us has held a secret conviction that without effort he will be better off next year than this, and therefore has no need to economise over small matters. Some shop-

keepers, realising this attitude, do not worry over reducing first costs. "Dollars for shillings" is their slogan, and most of their stocks are imported on a sterling currency. As an example of this I clearly remember paying one dollar twenty for a tin of sardines when the dollar stood at 6/-, the price in sterling of the said article being somewhere in the region of 1/6 wholesale landed here.

I don't wish to give the impression that all shopkeepers make an unfair killing, but somewhere between those prices lies a gap that will have to be narrowed before the Colony can achieve stability. At the present time it is upholding a reputation for high prices on a level with only two cities of the world, and the other two are New York, and Buenos Aires. In both those cities it is possible to live very cheaply by cutting out the frills, and finding out first costs, also by living by a budget, which is the backbone of America's economy. Here, in Hongkong, are two distinct sets of people with distinct standards of living. One set lives on the Peak for the most part, and pays through the nose for the privilege of altitude not particularly because transport of goods enhances the price-out of all reason, but because the head servant ordains that it shall be so. "Your food will cost you more" is the cry, and so it does and along with it, every article of purchase, with the sole exception of your daily newspaper. The other set lives quietly in out-of-the-way corners, on any other situation, and on only half the expense. It is possible to be quite comfortable in two rooms, if they are properly fitted up, and such accommodation can be run by two servants; a cook boy, and an amah, who, in spite of doing all the work bar the actual shopping, will undertake it for less than any two similar servants on the higher levels, and continue to be very satisfactory until the master admits visitors likely to give the boy the impression that the economy practised is unnecessary, and deceitful, whereupon "squeeze" will be increased, and there will be urging towards a different standard of living. Hundreds of young couples in Shanghai live comfortably under these conditions, with a rental far lower than anything obtainable in Victoria, even when it comes to two rooms.

One of the greatest troubles of our economic existence is the undoubted fact that though the community is now too large for everyone to know everyone else socially, it is still not too large for that imitation, which may be the sincerest form of flattery, but which is a luxury very many purses can ill afford in the hard times that may be worse before they are better. There is still time to cut down expenditure ruthlessly, still time to play the great game of economy, without meanness, and by eradicating competition, ride out the storm with reefed sails. TISTHENES.

FEROCIOUS DOG.

KILLED BY A PIG.

Across the harbour, on the mainland, the main topic of gossip amongst the village inhabitants centres around the adventurous career of a chow dog, which, after biting at least half-a-dozen persons, met an inglorious end yesterday in a terrific encounter with a pig.

Born scarcely three months ago, the chow dog was of a surly disposition, and was not amenable to kindly treatment. For this reason it was returned to the owner by a villager of Kam Ting who was forced to part with the gift after his hand had been severely bitten. Four other people were bitten before the animal broke loose from its leash and wandered abroad. It was then reported to be suffering from rabies, and villagers in the Autau district were warned to keep a sharp lookout for the fugitive.

In the course of its peregrinations the dog wandered into a pig-sty, and in an encounter with a sow whose domain it had invaded, it suffered defeat and was killed. A villager who discovered its mangled remains, the following morning, threw them into the nearest creek.

WIRELESS TELEPHONY.

A MEETING ADDRESSED.

London, Jan. 14. Mr. Robert Leiber, the President of the First National Pictures, who was unable to come to London to preside at the annual Convention of the salesmen of the British branch of his firm, nevertheless addressed the Convention telephonically from New York, the Managing Director in London repeating his words to the salesmen.

At the conclusion of the speech, between 40 and 50 of those present uttered short sentences of greeting to the President, till the exchange cut them off after fifteen minutes.—Reuter.

ANOTHER TRIUMPH.

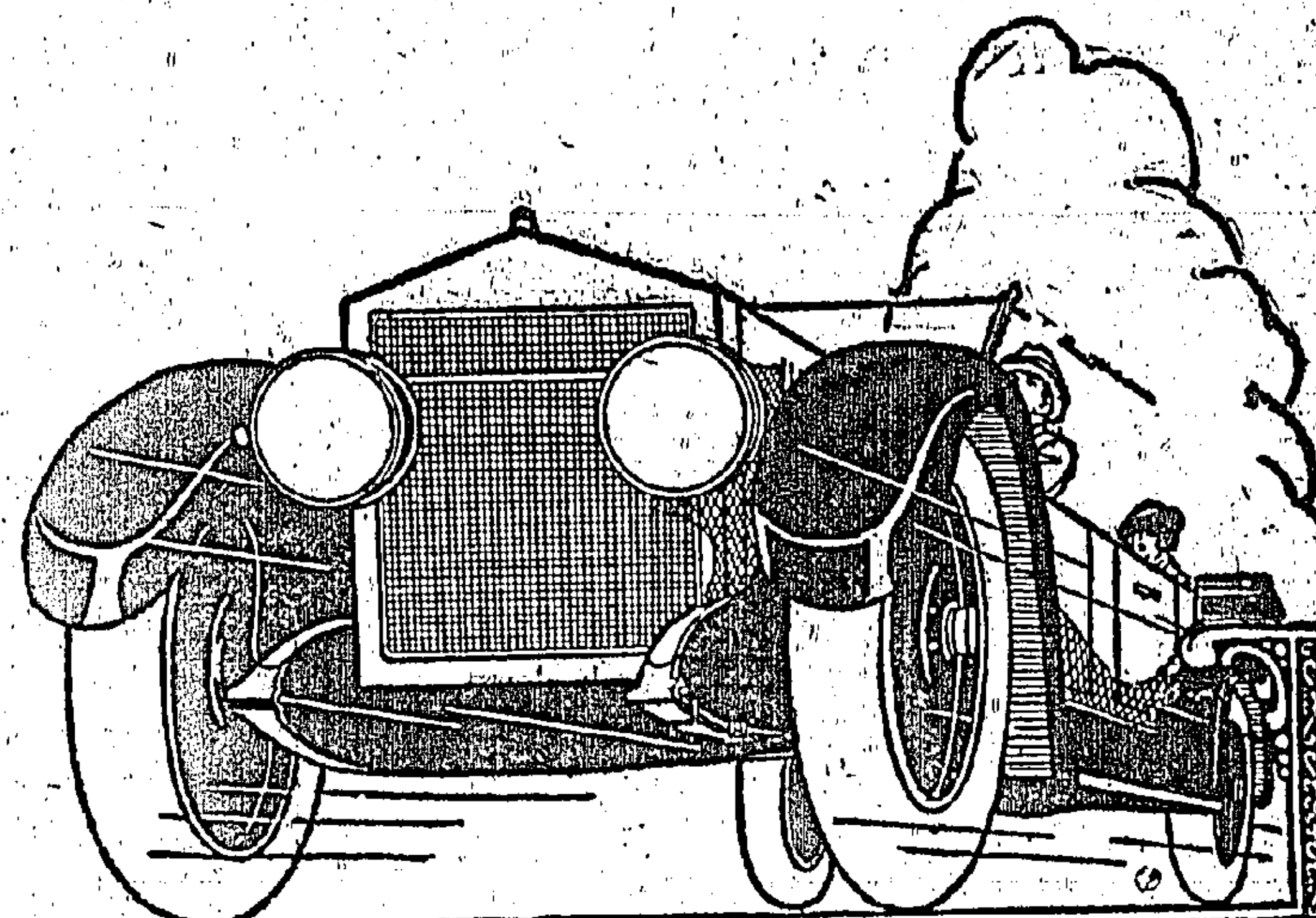
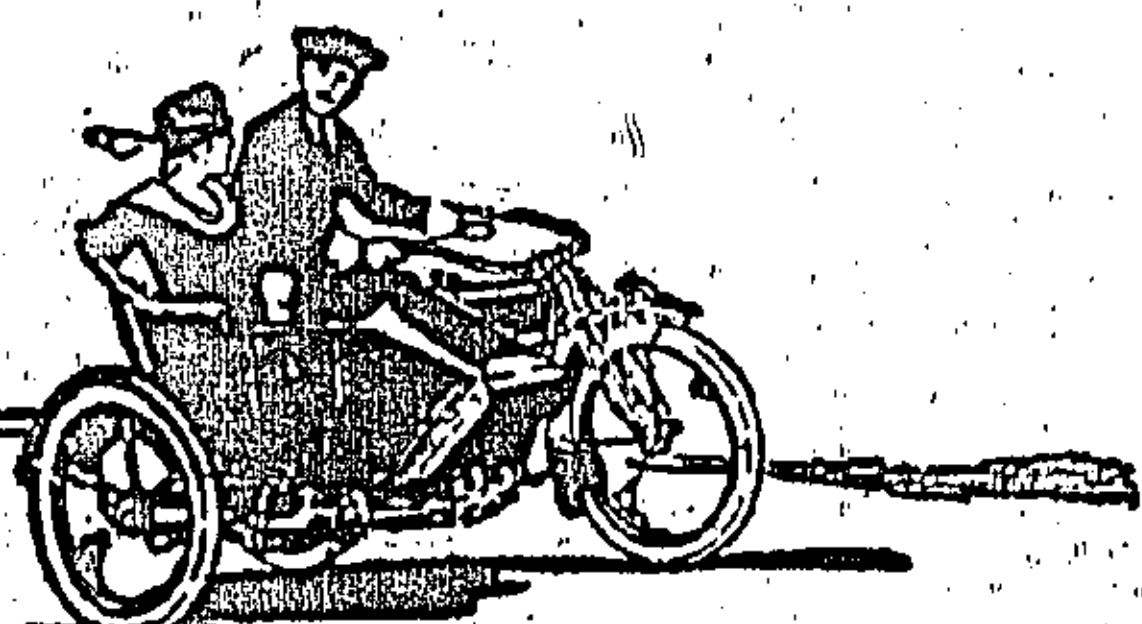
The transmission of the human voice from one merchant ship to another over the Arctic Circle is reported by the Hudson Bay Company as having taken place during the last voyage of the steamer Bayrumpet. This ship was fitted with a 100-watt Marconi wireless telephone before starting from Montreal on its voyage to trading posts in Hudson Bay. Very much and in an encounter with a sow greater ranges than had been anticipated were achieved and speech suffered defeat and was killed. A villager who discovered its mangled remains, the following morning, threw them into the nearest creek.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 15th. JANUARY, 1927.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Shek O Road.

Some considerable time ago the task of resurfacing the Shek O Road was put in hand. For some reason or other, it was discontinued, with the result that for the first two miles or so, the surface has become extremely rough, thereby causing motorists much inconvenience. The neglect to remedy matters cannot be excused, because the road must be repaired sooner or later, and in this case, "procrastination, only spells increased expenditure." The Shek O end is in quite a good state of repair, and it is to be hoped that that portion so urgently needing attention will be put in order without further delay.

Caine Road.

A few weeks ago, we drew attention to the danger which existed in the vicinity of the Police quarters on Caine Road, by the presence of a large tree growing near the roadside. The motorist who drew our attention to it in the first place shortly afterwards informed us that the source of obstruction had been removed, and we thereupon expressed appreciation in these notes. Apparently, our informant should have told us that the tree was being removed, because it now transpires that although the tree itself has vanished, the stump remains! As the end of the tree which constituted the obstruction was the base, possibly these responsible for its removal will continue the good work and remove the offending stump.

Road Excavations.

Excavation work is in progress on Stubbs Road just below the place where the wall gave way some time ago. The work in question is being carried out by the Drainage Department of the P.W.D., and as it is on a bend, traffic lights are being installed and will be operated by the Police both by day and night. Caution should be exercised when approaching this bend.

H.K.A.A. Dinner.

Members of the H. K. A. A. who have not yet booked their tables for next Friday's Dinner Dance, are requested to do so as soon as possible in order to assist the Honorary Secretary in making the final arrangements. The plan is at Moutrie's where tickets should be purchased and seats booked.

Ford Figures.

Mr. Andrew Harper, Junr., informs us that exceptionally good business was recorded during the last two months of 1926, no less than 110 Fords being sold. The majority of these were to the orders of buyers in Canton, Hoihow, Wuchow, Kwong Chow Wan and Nanning, a fact which rather contradicts some of the statements that foreign trade is dead in those districts. The sooner China invokes the aid of the automobile in order to assist in her development, the sooner will prosperity appear. One of the greatest reasons for opening up new roads is the assistance offered by mechanical transport in the development of backward areas, and it is therefore pleasing to know that the automobile is surely, even if slowly, assisting towards the modernisation of China.

Members' Addresses:
Members of the H.K.A.A. are requested to notify the Honorary Secretary in case of change of address.

Harbour Needs.

The special article published elsewhere in this issue regarding a new motor lighter just put into commission on the harbour by an enterprising firm, draws attention to the room for improvement in the general means of transporting cargo by water in Hongkong. Of recent years, the internal combustion engine has been developed to a very high standard of efficiency, and the cost of running and maintenance has been reduced to a surprisingly low figure especially in the case of the engine which operates on crude oil. Motor ships are becoming quite familiar sights in Hongkong, and it is almost safe to predict that the steam engine will gradually be replaced by the Diesel or Semi-Diesel type. It would perhaps appear that the more provision of a mechanically propelled cargo lighter is not a subject for prominent comment, but when it is remembered that such a vessel stands for the efficient and economical handling of cargo, as against an antiquated and expensive method, the matter is one which should receive every encouragement in the interest of modernising our harbour facilities, and thus bringing Hongkong into line with other, and in most cases, less important sea ports. We imagine that the new method will be watched with interest by progressive firms, and we are convinced that careful investigation of running costs will definitely assure those interested that motor harbour transport, as made possible by the Gardner engines, provides the same of economical efficiency.

Weed-end Runs.

With the warm weather coming and Hongkong motorists looking forward to their usual after-work outings and bathing picnics, as well as week ends, it would perhaps not be out of place to draw attention to the enjoyable weekly excursions into the New Territories that are regularly undertaken by a band of enthusiastic motor cyclists. These runs have been organised by Mr. A. Gascon, and every Sunday a goodly number take a ride round the Territories with a stop for tiffin, and any other stops or diversions that any wish to make, returning generally in the late afternoon before lighting up time. Tea is taken at Shatin where the use of a house has been secured, and where those taking part can relax themselves with various games. Last summer camping out at Castle Peak was tried with great success, the riders staying over Saturday night and returning on Sunday. These runs provide excellent fun, and healthy recreation, and also enable camera fiends to secure excellent photographs. An open invitation is extended to any brothers of the wheel who are interested, to turn up and join the crowd, the time honoured slogan of "The more the merrier" being the principal idea. Those who desire to participate assemble by Mr. Gascon's house just above the Orient Tobacco Manufactory in Nathan Road, Kowloon, at 10.30 on Sunday mornings.

MOTOR-TYRE WAR.

British Firms Reduce
Prices 10 To 20
Per Cent.

Further reductions in the prices of British-made motor-car tyres were announced, following the report in *The Daily Mail* recently, of 10 to 30 per cent. reductions by the Michelin Tyre Co., Ltd., a French firm.

It was stated that the French firm's reductions were not expected by the British manufacturers, and "if all the leading British manufacturers reply, a new tyre price war will soon be in progress."

The Dunlop Co. announced a reduction, by 10 per cent. in the prices of Dunlop motor and pneumatic tyres, while the prices of the giant pneumatic tyres have also been revised.

The Avon India Rubber Co., Ltd., also announced a reduction of 10 per cent. in the price of car commercial vehicle tyres.

Messrs. David Moseley and Sons, Ltd., Manchester, announced an average reduction on their previous list of 20 per cent. "This cut," they said, "brings tyre prices, to a lower level than they have ever been before."

This makes the third price reduction by British manufacturers last year. In April prices were lowered 10 per cent. and in October there was a 15 to 20 per cent. drop.

STRANGE MISHAP.

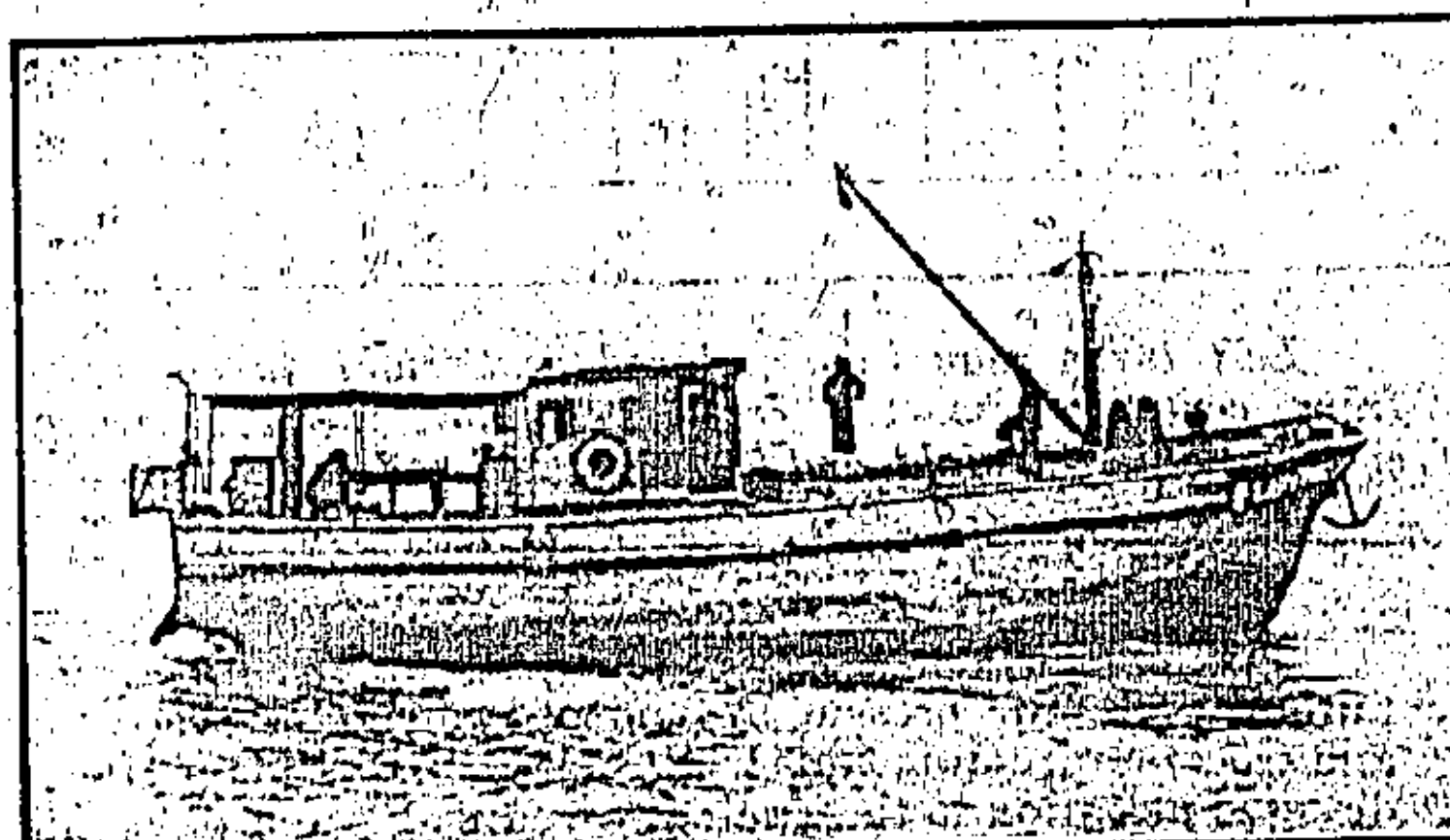
"The Cow With The
Crumpled Horn."

Quite recently, while driving in the neighbourhood of Nunaton, a motorist came into collision with a herd of cattle. One of his cows mounted the bonnet of his Wolseley car and put its horn through the top half of the Triplex windscreen, which broke, but remained intact. As it could not break the screen any further and something had to give way, the result was that the horn was torn out of the cow and the animal had to be destroyed.

It is interesting to know that the bottom portion of the windscreen also was shattered, but still remained intact although the frame was bent.

MODERNISING HARBOUR FACILITIES.

"Gardner Equipped Motor Lighter."



The new lighter "snapped" off Queen's Pier by Ming Yuen.

With the heavy demand for lighterage and towage on the Hongkong harbour, it is rather surprising that facilities for transporting cargo should not be as efficient as they are in other important ports in the East. The ideal lighter is unquestionably that which is self-propelled, but although there are, of course, a few such on the harbour, the majority have to rely on steam or motor launches for towage. This system is undesirable from many points of view. It tends for delay both when under way, and also when manoeuvring alongside wharves.

The building of a special lighter equipped with a Gardner heavy oil engine, marks a distinct step towards the improvement in harbour traffic conditions in this Colony, and what is equally important, the actual working of the new lighter will unquestionably demonstrate the efficiency and economy of this modern method, as against the old towage system.

The new lighter, a photo of which appears above, has been built by Messrs. Ah King to the order of Messrs. Kwong Sang Hong, the power unit being a 48 BHP Gardner heavy oil engine, installed by Messrs. Dodwell & Co., Ltd., the agents. The length overall is 60.2 ft. with a 19.6 ft. beam. The cargo capacity is 1446 piculs, or approximately 110 tons. The approximate speed is 8 miles per hour and the fuel consumption 3 gallons per hour, which, including lubrication oil, approximates the extremely low cost of sixty cents per hour.

From the above, it will readily be seen that from the stand-point of economy, the Gardner engine

offers remarkable value, but it must also be thoroughly understood that reliability is not the least important feature of this excellent power unit.

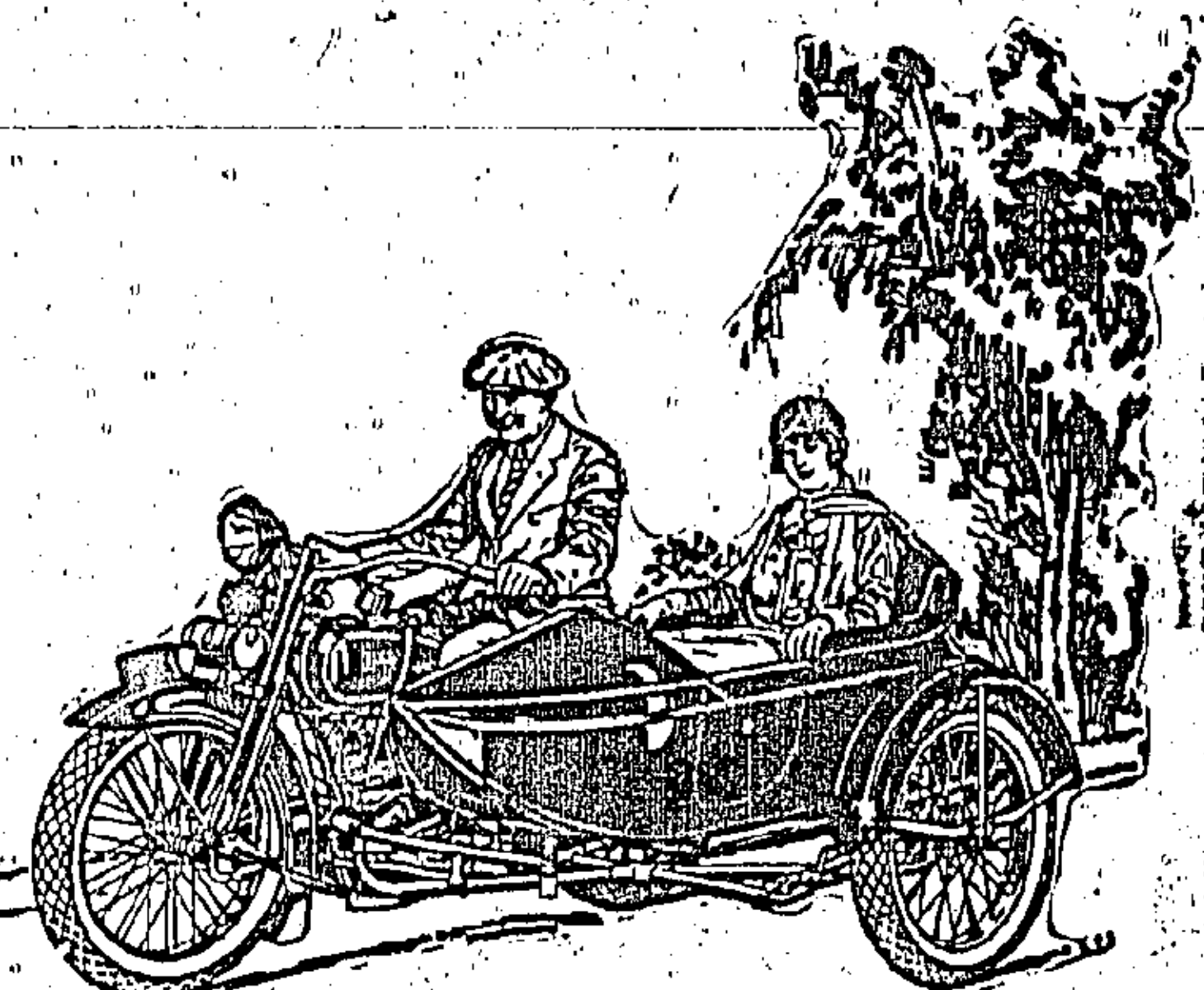
The engine is of the type now generally known as the Semi-Diesel Engine. In effect, it is a two-cycle vertical engine, designed to burn heavy oils. The principle on which such engines work is now so well known that a detailed description of it is hardly necessary. Condensed in a few words.—A charge of pure air is drawn into the crank case and thence is forced into the cylinder. Practically the whole of the charge is then compressed into a combustion chamber, part of which is formed in the cylinder breach and is water-jacketed. The other part is a small non-jacketed dome which, during work, remains at a "black hot" temperature. Just before compression is completed, a charge of fuel oil is injected in the form of a spray into the combustion chamber, and is ignited by contact with the surface of the "black hot" dome in conjunction with the temperature of compression. The admission of the air charge to the cylinder and the expulsion of the products of combustion are effected by ports in the cylinder wall, which are covered and uncovered by the piston.

The present Gardner Heavy Oil Engine is the result of many years original research, supplemented by the thirty years' experience which the makers have had in building an enormous variety of types and sizes of oil engines. This particular type is built at powers varying from 36 to 300 BHP.

In Shanghai, there are large numbers of Gardner engines in use, while from that city to Chungking all along the Yangtze, they have made an enviable reputation, many hundreds being in use.

One of the most important aspects to the prospective purchaser is the matter of service after the engine has been put into commission. In this respect, it is interesting to know that an expert from the factory, Mr. F. E. Martin, is always available for advice. At the present time Mr. Martin is in Hongkong, but his headquarters are at Shanghai. In conversation with a representative of the *Telegraph*, Mr. Martin stated that the success of Gardner engines in the north is most gratifying, and Chinese engineers handle them with remarkable ease, thus demonstrating the simplicity of design and operation.

Gardner engines are, of course, employed for a variety of work, but we imagine that there is none so important in Hongkong as that in relation to water transport, and it is a matter for gratification that such a modern and capable mode of transport should have been introduced as that pictured above.



CLASSICST MOUNT ON THE ROAD.
THE NEW "STREAM-LINE"

Have you seen the latest, greatest motorcycle—

Harley-Davidson's 1927 "Stream-Line"? To see it is to crave to get in the saddle—to feel its pulsing, eager power. To ride it is to want it—want it for its thrilling speed, its greater comfort, its rakish, stream-line beauty.

Improvements—27 of them—make the "Stream-Line" the motorcycle sensation of years. Low hung for safety and easy control; better springs and bigger tires that give "Pullman comfort" to you and your sidecar pal; and the same economy that has made Harley-Davidson famous—50 miles for a dollar (gas, oil, tires and all)!

Ask us for a free Demonstration Ride. Get the facts about our Pay-as-You-Ride plan.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



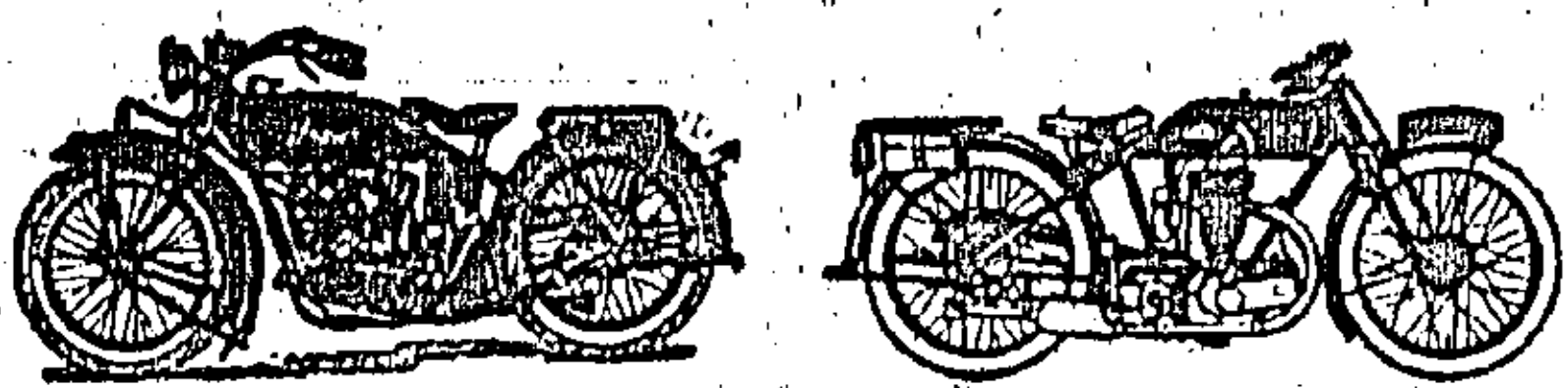
Perhaps you use a certain brand of lubricating oil because it is cheaper than some other brand—what a tremendous mistake. Cheap oil is much more expensive than the most expensive, so why use it—you are only wasting money.

If you wish to know something about rubber, tin, tobacco or tea, you ask somebody who knows about these commodities. Why follow a different course when it comes to lubricating oil? Why not let the world's oldest and largest lubricating oil manufacturers guide you? All you have to do is to consult our Correct Lubrication Chart—mailed free of charge—and use the grade of Gargoyle Mobiloil we specify for your particular make of car.

But don't forget to drain the crankcase when the engine is hot—don't wash the crankcase with kerosene but flush it with a small quantity of fresh lubricating oil.

VACUUM OIL CO.





You can pay for your Motorcycle out of income

If you do not wish to pay cash down
for either of the following:—

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TRIUMPH
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Motor Cycles**

"PAY AS YOU RIDE" take 6 months or more
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AMERICA'S TRAFFIC PROBLEM.

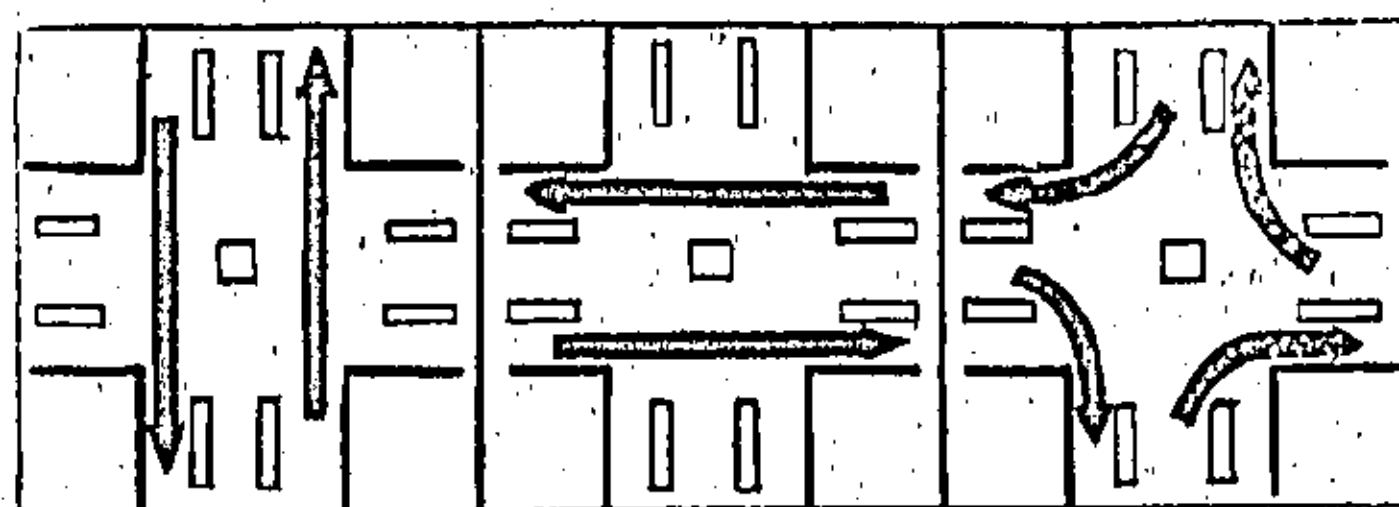
Congestion At Busy Intersections.

BY ISRAEL KLEIN.

Before a uniform traffic code can be adopted in the United States, one of the most puzzling problems of traffic must be solved. That is the congestion at busy intersections. Despite all sorts of efforts to relieve this situation, it is still far from a satisfactory solution. Especially is this true where street cars make left turns, usually in the heart of the busiest districts.

Left turns, and even right turns, for automobiles have forbidden at many crossings. One-way streets have been laid out parallel to the main highways, with a view of relieving the traffic on the more important streets. Street car lines have been rerouted to avoid turning at such corners.

Yet these corners still remain the busiest and most congested.



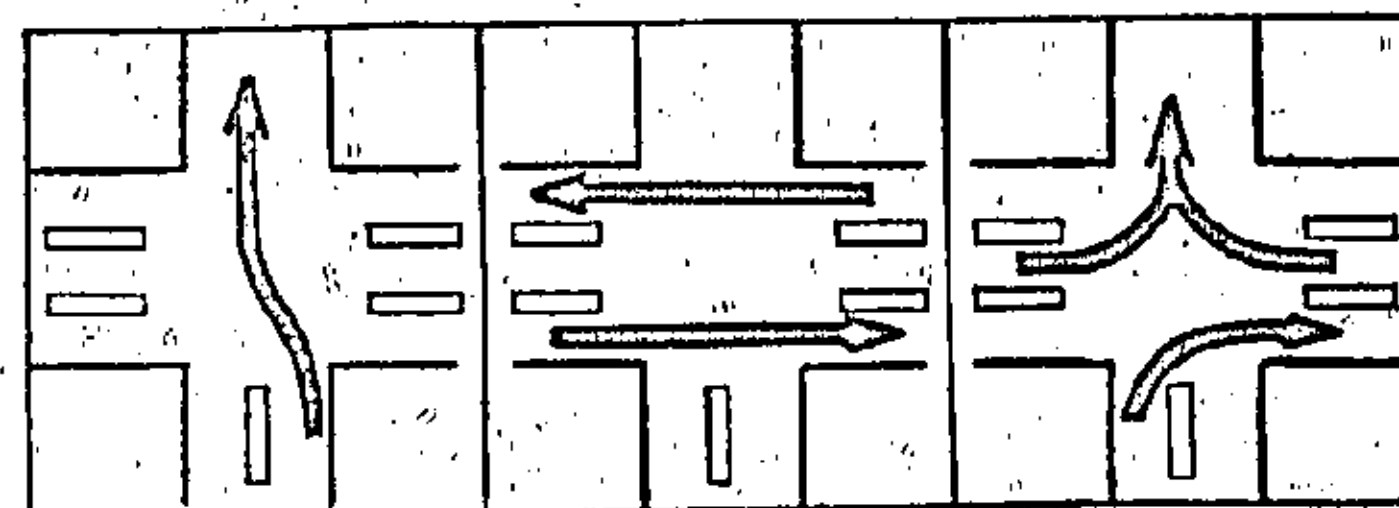
Left turns may be abandoned and right turns made from centre at two-way crossings, under the three-signal system—Stop, Straight and Turn—to relieve traffic.

The reason for this, in the view of an eminent traffic authority, is our present system of two signals—the Stop and Go—for directing traffic. Prof. Ewart William Hobbs directed attention to this fault two years ago, and gave his solution to the situation in the National Safety News, the official organ of the National Safety Council.

Dr. Hobbs' solution is the institution of a triple signal system, instead of the double Stop, Straight and Turn.

By this system, autos would not turn before they got their special signal and traffic would be cleared for them alone.

At important intersections, the right turn could be re-



When a two-way street crosses a one-way street, left and right turns may be made with ease, as shown by these diagrams, under the three-signal system.

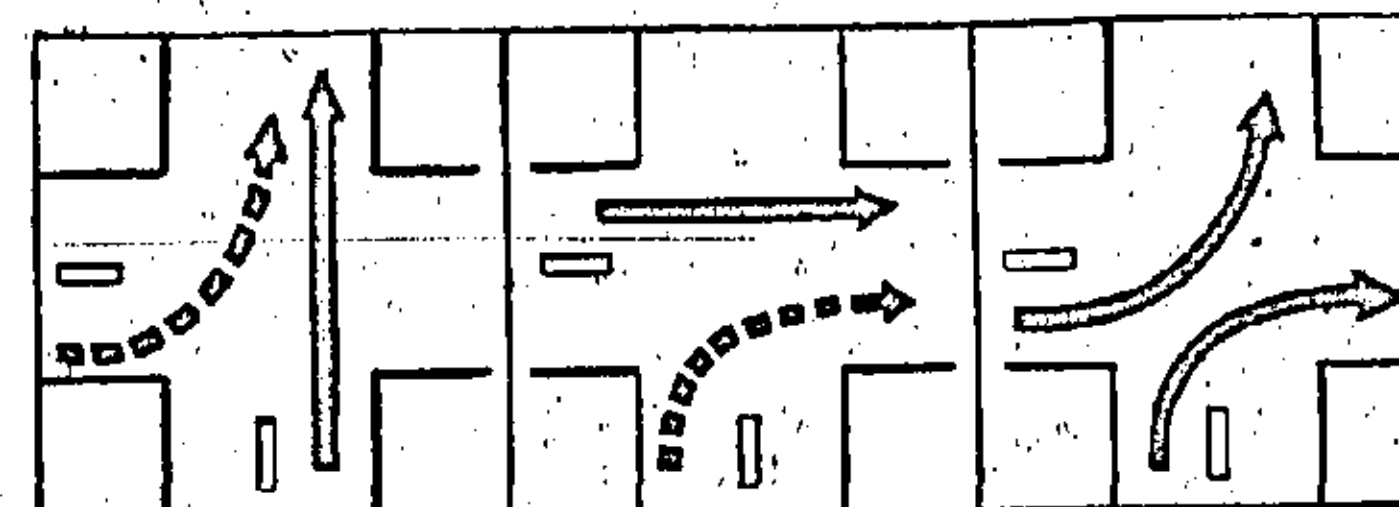
lained, but the left turn eliminated. At other points, left turns could be made into one-way streets, at the given signal, or from one-way into the two-way streets.

At crossings of two-way streets alone, in case of left turns, a method such as that prevailing in Los Angeles could be followed. There, automobiles do not cross and turn, like children locking arms around a pivot. Instead, each makes a short cut to the left, passing the other car to the right and causing less delay.

By this method street cars could make their left turns, and automobiles pass across their left without the confusion now existing.

In his original suggestion, Dr. Hobbs had automobiles that would turn to the right keep to the extreme right, while those preparing for a left turn move over to the center of the street.

An improvement of this would be the provision for the



At crossings of one-way streets, the Turn signal may be abandoned, for left and right turns may be made at will, into the the crossing traffic, as shown.

opposite arrangement. Thus automobiles before turning right should turn to the left or middle of the street, awaiting their special signal. Those expecting to turn left should move close to the right-hand curb for narrow one-way streets, or into the centre lane for wide two-way streets.

There would be a possibility of confusion over this system only at busy corners where two important two-way streets intersect. Here, however, the left turn could be eliminated.

Left turns, at any rate, could well be avoided in many instances. Where they would work trouble for drivers, they could be instituted at one-way street intersections, or at the best intersections of two-way and one-way streets.

Here, turning out for left or right turns would make it easy for large cars and buses to get through traffic without delay.

PASS MILLION MARK. KIND MOTORIST LOSES.

Registrations in Illinois, U.S.A., this year have reached 1,086,000 and are slowly increasing. Michigan has also passed the 1,000,000 mark in motor vehicle registrations.

A New York motorist who gave a "lift" to some children had to pay \$20,000 damages to the father because the children were injured in an accident while in the car.

MOTOR CYCLING.

A New Overseas Triumph.

The thorough investigation which the Triumph Co. are constantly conducting as to the requirements of the overseas markets, through the medium of their many representatives abroad, have produced many interesting details, and it has incidentally proved to be the key-stone of the world-wide success and popularity of the famous "Trusty" Motor Cycles, which are ridden wherever motor cycles can be used. A very large proportion of the enormous output of the Triumph Company is shipped overseas to meet an ever-widening demand, and it is not surprising to hear that their new 4.94 h.p. Model "N" de luxe is particularly suited to general conditions overseas, where it will doubtless prove to be most popular.

A close inspection of this model reveals many attractive features, and its 494 c.c. engine is sturdy, reliable and incorporates all the desirable Triumph principles which have won fame throughout the world. It has a higher compression ratio than the well-known Model "P," being 4.5 to 1, and is equipped with the new Triumph system of mechanical lubrication. The oil pump is neatly built into the crank-case, while the gear-box oil filler is placed so as to prevent over-lubrication and to guard against oil reaching the clutch. The foot-rests, being cranked, can be set either behind or in front of the fixing point, and are adjustable to two positions by removing them and fitting them on the opposite sides.

The capacity of the new pattern tank is 12 gallons of fuel and 2 pints of oil. An extra large single-tension spring is embodied in the new Triumph pattern front forks, to which bridge tops are used. The girders are independent, and fabric friction discs fitted to both pairs of links provide a simple method of adjustment for "side play."

Particular care has been devoted to making the machine as near silent as possible, and in addition to the usual silencer a primary silencer is also fitted to the exhaust. This model is shod with 26-in. by 3.25-in. Dunlop cord tyres, and both front and rear brakes are of the internal expanding type, the front one having semi-servo action.

DON'T LEAVE YOUR CAR IN PEDDER STREET.

THERE is no longer any reason why you should leave your car out in the street all day. Sunshine and rain alike cause deterioration, while meddling fingers are liable to interfere with it.

Within a few seconds of the centre of the City, a new garage has opened where you may leave your car or cycle with the assurance that it will be well looked after. It is located in the old Fire Station Building where there is ample accommodation.

Furthermore, an expert staff of mechanics is ready to effect any repairs quickly and efficiently.

Daytime Storage (during business hours)
All Cars.....\$15.00 per month or \$1.00 a day.
Motor Cycles.....\$ 7.50

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Duplex-Roadster.....	Gold \$1,425
Duplex-Phaeton.....	1,450
Coach (2-Door).....	1,550
Sports-Roadster.....	1,557
Country Club Coupe.....	1,570
Victoria.....	1,660
Custom Sedan.....	1,710
Custom Berline.....	1,780

BIG SIX 120" WHEELBASE

Country Club Coupe.....	Gold \$1,800
Duplex-Roadster.....	1,840
Duplex-Sports-Phaeton.....	1,850
Sports-Roadster.....	2,000
Fire Chief.....	2,090
Victoria.....	2,120
Custom Brougham.....	2,170
Custom Berline.....	2,240

BIG SIX 127" WHEELBASE

Duplex-Phaeton.....	Gold \$2,160
Brougham.....	2,440
The President Sedan.....	2,560
The President Berline.....	2,740

All prices include 4 wheel brakes spare wheel, tire and tube, windshield wiper, kindview mirror, cigar lighter, bumpers, spare horn, tools etc., etc.

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P A C K A R D

Thoroughly Dependable

To those fashionables who gather at the great race courses of the world the newest Packard, pedigreed descendant of a long line of champions, makes a powerful appeal.

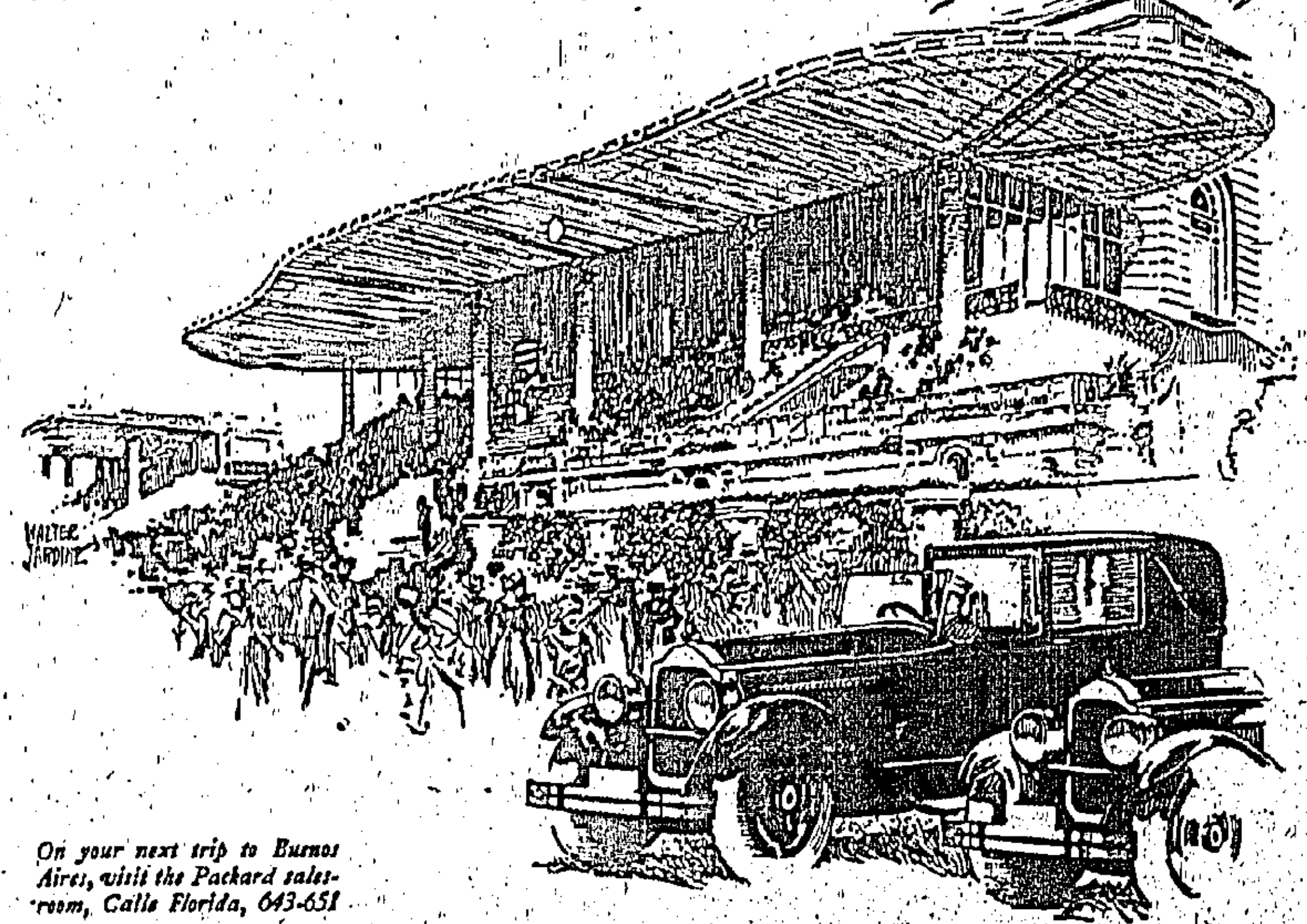
The first touch of the throttle imparts to the driver the thrill of a spirited thoroughbred, heart pulsing, eager for action!

A few minutes in traffic—or hours on the open road—leave a rich satisfaction born of the certainty that this car has no equal in performance.

Nothing but a ride in the Packard Eight can tell you its story!

The Dragon Motor Car Co., Ltd.

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If you could visit any one of the seven huge Morris factories in England, you would know at once why no engine, in any car, at any price, gives more consistent low-cost running than the Morris master motor.

From all over the world comes daily proof that the "heart" of the Morris car is a master product—tuned to mechanical perfection—built of best British material for a long life of faithful service. No wonder so many motorists are changing over to the Morris. Have you tried out a new "World" model?

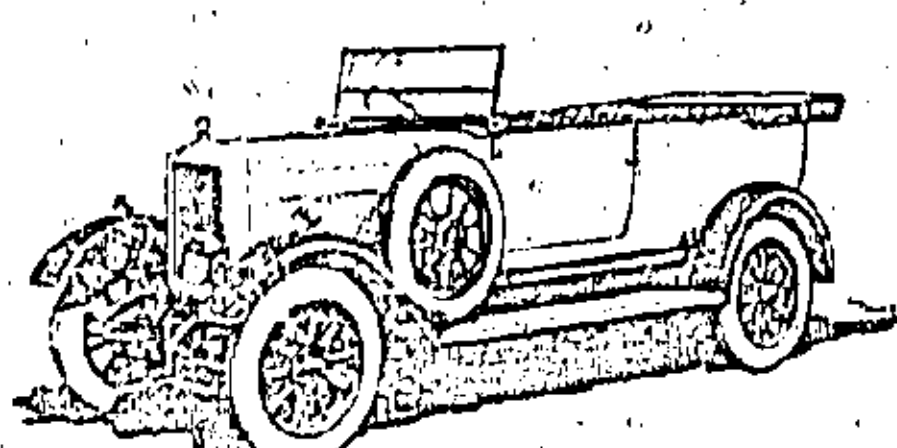
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"the Wheel of the World"

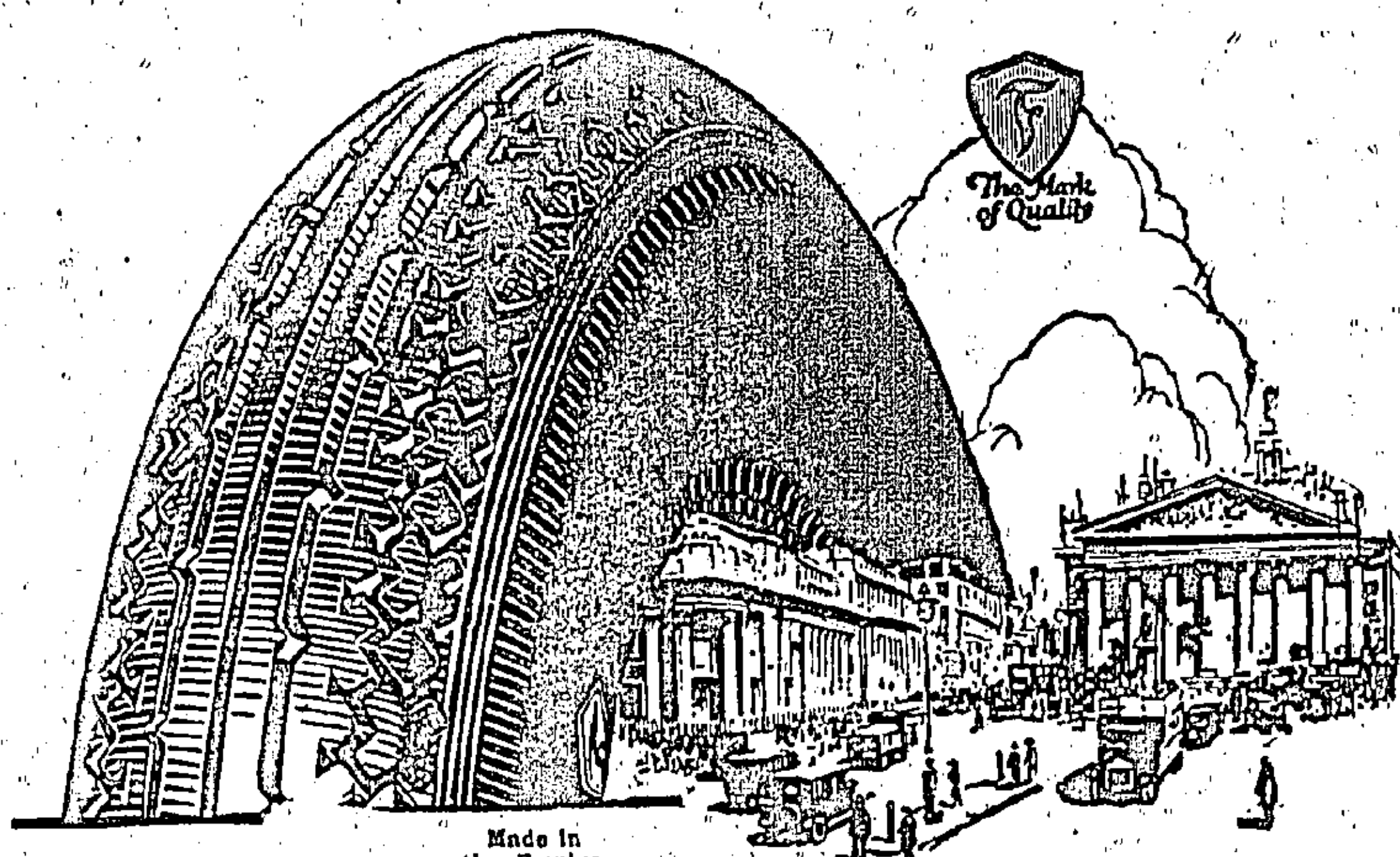
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Recognized Value

Among these things which determine standards of value, Firestone Full-Size, Gum-Dipped Balloons are supreme in their field.

Built to a high ideal, of finest materials and workmanship and good clear through, these Tyres have established confidence in

the Firestone name—all over the world.

Mileage tests show that they make any car deliver better service on any road. The Firestone process of Gum-Dipping builds a Tyre so flexible and strong that it has set a new standard of safety, comfort and economy.

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Firestone

FULL-SIZE GUM-DIPPED BALLOONS

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
HOW ARE YOUR TYRE CHAINS?

Almost anytime now you may find you need chains to safely meet snowy and icy road conditions. In some parts of the country roads have already frozen and thawed forming deep slippery ruts which require them. Fallen leaves collected on the roads, when wet, develop dangerously "skiddy" tendencies and make the use of chains advisable on country roads and some city streets. If your chains were "pretty well shot" when you discarded them last spring, it will be well to look them over and replace these cross chains that used to tap on the mudguards so annoyingly. If the cross chains are all pretty badly worn, it may be good policy to replace them all and start the winter with a sound antiskid equipment. Perhaps you bought a new car this summer. If so, you probably did not think of chains then. If its wheel diameter or tyre cross-section is different from that of your old car, just remember that the old chains will not fit and that you will have to get a pair of the right size, preferably before the first heavy snow storm catches you unprepared. At the same time it will be well to lay in a supply of cross chains and, by the way, a pair of special chain-pliers makes the replacing job a much easier one. You probably have not been carrying your chains on the car during the summer, but now it will be well to have them aboard, if you make any long trips.

BADLY WORN CYLINDERS.

Question.—I have heard it said that if the pistons of an engine are worn more than ten thousandths smaller than the cylinder bore, it is of no use to put in new piston-rings, what do you say as to this? The pistons of my engine are so badly worn that I use a gallon of heavy oil per 100 miles, which seems mostly to be lost through the breather. Can I put a sponge in this and save some of the oil?

Answer: Cylinders as badly worn as yours require reconditioning, oversize pistons and oversize rings. Even though the wear were much less than it is, fitting new rings in the present pistons could hardly be expected to give satisfactory results. Correct piston clearance is not over 0.004 for this engine and it would seem that your present ones must slip noticeably. It may seem that there is a large loss of oil through the breather, but you

would probably find that it was very small as compared to that through the exhaust. It is doubtful if oil that escapes by the breather is worth saving, as it must be heavily diluted. No harm in trying your proposition, however.

WHEEL DIAMETER AND SPEEDOMETER READINGS.

Question.—The standard tyre equipment of my car is 33 x 4 inch, but I have put on 34 x 41 tyres all around. How much difference will this make in the speedometer readings?

Answer: The circumference of your new tyres is about 3% greater than of the old ones and the wheels will thus turn about the same percentage less times in covering a certain distance, which will make the speedometer read about 3% low as to both speed and mileage. For 100 miles actually covered your mileage recorder will now show about 97 miles (assuming that it was correct for the old tyres) and when you are actually running 50 m. p. h. the indication will be about 48.5 m. p. h.

IMPERFECTLY HARDENED CAM.

Question.—One of the cams of my engine has worn somewhat flat on the top and makes a knock which is audible for some distance. Is there any remedy for this? Will any harm be done if it is left as it is?

Answer: We can see no remedy other than replacing the entire cam-shaft with a new one, as the cams are integral with the shaft. Evidently this particular cam in some way failed to be properly hardened and, this being the case, the flat spot will probably continue to enlarge with an increase of noise and eventually an appreciable effect upon the running of the engine. Running it in its present condition can do no serious harm.

SUPER ROADS.

American Schemes
COSTING \$200,000,000.

New York, Dec. 10th.—Nearly \$200,000,000 will have been spent before 1933 by New York and New Jersey for perhaps the most ambitious programme of traffic relief in the country. The programme includes:

- 1—The \$40,000,000 twin tunnel system for vehicles under the Hudson, already completed and soon to be in operation.
- 2—Two express highways of the "super" variety, costing about \$75,000,000.
- 3—A bridge from New Jersey to Staten Island, \$15,000,000.
- 4—A high suspension bridge across the Hudson at Fort Lee, \$75,000,000.

When the Hudson vehicular tunnels are opened the first part of 1927, present congestion at ferry points will be relieved and traffic speeded up considerably.

At the terminals of this tunnel, however, police will have to cope with a concentration of the difficulties that were scattered among the ferry points. To avoid this, therefore, New York City is planning an elevated super-highway running from the Manhattan terminal of the tunnel up the Hudson coast to meet Riverside drive, at 72nd street.

Construction of this road will cost \$35,000,000, it is estimated, and could be completed in from 2 to 3 years. It would not only speed up traffic from the downtown area, but relieve narrow streets now hopelessly congested.

On the New Jersey side construction already has begun on the partly elevated boulevard extending 13 miles to Elizabeth, with a tunnel part way through the Palisades at the beginning of the route. This express highway will cost about \$40,000,000.

EXCISE TAX REMAINS.

The proposed reduction of the three per cent. automotive excise tax will not have the support of President Coolidge. The administration's position is that the excise tax is a just burden to be borne by the users of motor cars in return for the \$90,000,000 which the government has made available for road construction.

MOTOR LIFEBOATS.

Modernising The Conway.

Machinery plays such an important part in the management and navigation of the modern Loviathan that boys on the training ships, besides being taught seamanship, also learn something of these wonders of science. Now that it has been

decreed that, whenever a certain number of passengers are carried, ships must also carry a proportion of motor lifeboats, it has become essential that the cadets should have a working knowledge of motor engines. It is not surprising, therefore, that the Training Ship Conway should be brought up to date in her equipment by having a new motor launch fitted with one of the most modern designs of marine motor engines. The new boat which is now being built will be 30 feet long and will have a 4-cylinder

overhead valve 20-24 h.p. Ailsa Craig marine motor. These engines, which are made by the Ailsa Craig Motor Co., Ltd., of Chiswick, London, W., are built on similar lines to the engines that the Royal National Lifeboat Institution have specially designed for their powerful new motor lifeboats. In handling the Ailsa Craig engine in this new launch the boys of the Conway will, therefore, go forth to the sea equipped with a knowledge of all that is latest and best in marine motor engines.

For the first time! Only four oil changes a year

It is no longer necessary to drain crankcase oil every 500 miles. Four changes of oil a year are enough, when you own a 1927 Buick.

The crankcase in the 1927 Buick is vacuum cleaned! A vital new improvement—the Vacuum Ventilator—draws all the crank case vapors out into the open before they have an opportunity to do harm.

Now, all that is necessary is to add oil occasionally and change 4 times a year, simply as a super-caution.

The problem for years has been to stop oil dilution. And now Buick has accomplished it!

Come in and let us show you the Greatest Buick Ever Built!



The GREATEST BUICK

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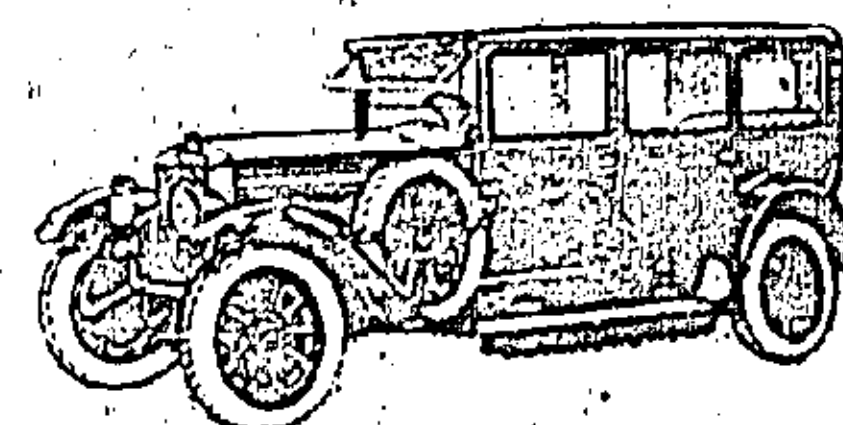
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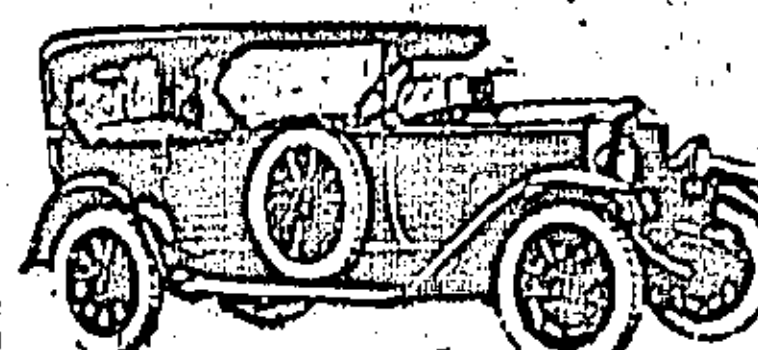
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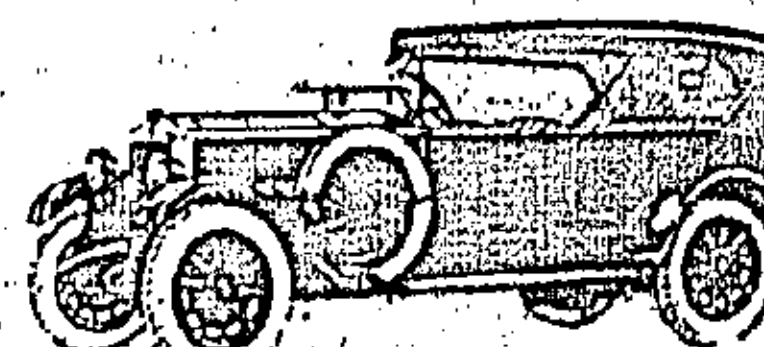
519. 40 H.P.

THE HIGH-CLASS CAR

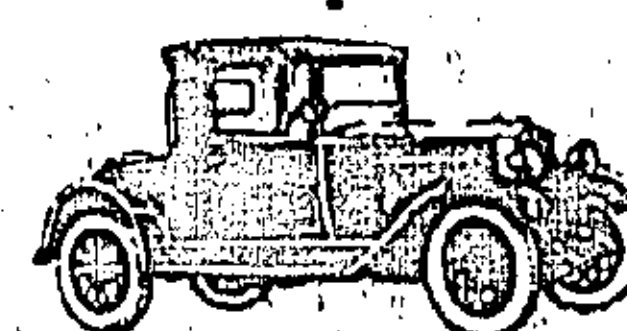


507. 15-20 H.P.

The Cars of
HIGH POWER
5/7 Seaters

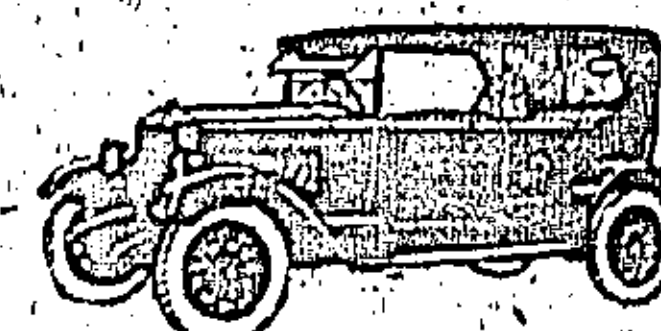


512. 20-30 H.P.



509. 9 H.P.

The Cars of
HIGH UTILITY
4/5 Seaters



503. 12 H.P.

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THE MOTOR BUS.

Efficient Transport.

There is to be no commercial motor vehicle show this year, a policy to be regretted, though it is probably sound on economic and industrial grounds. It is to be regretted because we shall have no opportunity, such as only a show affords, of seeing what progress is being made with industrial vehicles as a whole. This applies particularly to the motor-bus, a vehicle which is making great advance as a medium of passenger transport, as well as in technical and mechanical details. Save in cities where there is great density of traffic, as in Manchester and Birmingham, it is going to serve with increasing efficiency in the transportation of the public, and outside these regions it is increasing in value of service it is giving, and is more and more helping to open up the rural areas.

But it is not yet a perfect machine, just as the motor-car, with all its increasing refinements and developments, is not perfect, and it is desirable that in the advance the motor-bus will have to make progress should be on right lines. Comment and criticism serve to this end, as does practical experience, and a show, with all the different models gathered together, by offering a basis of comparison, gives a good foundation for such comment and criticism. But though that opportunity is not to be afforded this year, there are already indications of the line which development is taking. We are not, after all, as appeared to be the prospect two or three years ago, to lose the big machine. Seating capacity will still run high, but the bus is becoming in effect an oversize motor-car. Low-hung framework, which allows of easy entrance from the kerb, saloon bodies, with or without movable roofs, excellent upholstery, electric lighting and interior lights, comfortable seating, bring the bus to a point far removed from the cumbersome, heavy, noisy vehicles of but a few years ago. With these improvements there has been advance in the provision and construction of emergency exit doors, the need for which has been painfully demonstrated, and braking is decidedly better.

Braking was a matter which needed attention, not because here and there we had evidence that it was not so good as it should have been, but because of the changing conditions of the road. With an ever-increasing volume of traffic coming on the road, with the coming, also of drivers who have yet to become

OWNERS' LIABILITY.

Compulsory Insurance.

Minnesota soon may have a state law requiring every automobile owner to carry personal injury and property damage insurance.

A bill of this nature, which has the backing of many civic organizations and political leaders, will be presented to the state legislature this month.

expert in their task, braking, as any motorist knows, has to be resorted to more frequently these days, and it happens also that the almost general adoption of the four-wheel braking system has lifted braking on to a higher and more efficient level. It is desirable, therefore, that all mechanically driven vehicles should reach that standard. The problem with the heavy and laden public service machine, whether charabanc or bus, is to provide that retarding power in ample measure while retaining smoothness of operation and progressive power. A footbrake simply good enough for a private car will not necessarily serve for a machine to whose initial heavy dead-weight is added passenger weight. Four-wheel brakes are called for as a standard fitting, and security would be the greater if they were fitted with mechanical devices for bringing them efficiently into use. Such a device there is; it uses the power of the engine to operate the brakes, with the result that much more power can be obtained, and smoothly, than the driver can get in the ordinary way by pressing home the pedal with his foot. On these lines we shall see interesting progress before the next commercial vehicle show is held.

Meanwhile the bus is covering the country with a network of communications, and rural spots are no longer the remote places they were. Where formerly, to speak of a district intimately known and that is no more than typical of others, a bus service ran during the summer months only, there is now not only the original service, but a supplementary string of buses running through a series of villages, and, in addition, what may be termed a flying service, given by a small bus mounted on a light chassis, operating daily. Conceive of that as happening, or as something that will happen in the near future, over every rural and agricultural area in the country, and we get some idea of the progress made in the past few years. This rural service has become not merely a convenience but a healthy and developing industry.—E.R.

WHY AMERICA'S DRY.

Professor's Theory.

The automobile has proved the need for prohibition and was one of the principal factors in making America dry, says Dr. Rudolph M. Binder, professor of sociology in New York University.

"The almost universal use of the automobile in the United States to-day makes the law prohibiting alcoholic drinks a social necessity," Dr. Binder says.

"Railroads learned through sad and expensive accidents that employees could not be allowed liberty of intoxicating drinks."

"The driver of an automobile has come to stand in about the same position as the locomotive

NO PERMANENT LICENSES.

All hopes for permanent license tag plates in Indiana were gone when the secretary of state asked for bids for 880,000 one-year plates for 1928. Many had hoped the 1928 season would inaugurate the permanent "life-of-car" plate in Indiana.

engineer. In driving his car through heavy traffic he may cause many accidents if not in full possession of his faculties.

"With the coming of the automobile in a popular use people began to realize the similarity in responsibility between the driver of an automobile and a train and used legal means against the drink that endangered their own lives and property."

DODGING SIGNALS.

Foolish Practice.

America has a new outdoor sport, that of beating the traffic lights.

It consists of speeding up at the last minute so as to pass a light-protected crossing before the green turns to red. There are many angles to this sport that entice the motorist and keep the traffic police guessing.

One is that of "shooting the yellow"—moving forward as soon as the yellow or caution light shows. It's a dangerous practice, assert the police, because yellow is merely a caution light for all traffic to be at a standstill, but permitting those cars unable to stop readily to cross unmolested.

LIGHTS AVOIDED. Another feature of the game, and a safer one, is that of avoid-

ing corners with traffic lights altogether. Motorists simply turn off the main artery for a few blocks. It saves stopping and starting.

In some cities this practice has diverted so much traffic that now signal installations are necessary.

This sport of avoiding the traffic lights, however, will die out, authorities believe, when motorists recognize that the lights are a help rather than a hindrance, that they tend to speed up traffic as a whole as well as keep it safe.

SPEEDS TRAFFIC. In fact, modern traffic control has gone so far as to introduce a system by which a motorist, going at a regular rate of speed, may continue along a main street for its entire length without being stopped. This is done by means of the cascade, ripple, or wave system of traffic lights.

The signals along an entire street are so arranged that green

HEALTHY EXERCISE.

Royalty And Motor Cycling.

The marriage of the heir to the throne of Belgium, to Princess Astrid of Sweden recalled to mind that King Albert of Belgium is an enthusiastic motor cyclist; while the oldest son of the Crown Prince of Sweden is also devoted to his two-wheeler, a 5.50 h.p. Triumph, a standard production machine, which was supplied to him some little time ago by the representative of the Triumph Company in Stockholm.

and red lights are interspersed. The motorist who times his speed properly doesn't have to stop as long as he is going in one direction.

The system has been found effective in New York and is being adopted in other large cities.

Ford Travels 41 Miles on Gallon of Gasoline.

We hear a great deal these days about motor car mileage per gallon of gasoline. Dealers and salesmen as well as owners refer to mileage records and the economy of operation as important points in favor of certain cars.

We wish to call attention to recent tests that prove conclusively that the Ford car can deliver unusually high mileage, that this is one of the many recognized points of superiority in the Ford car.

Mr. W. T. Evans of Wren, Georgia, U.S.A. in a competition with 25 other Ford cars made a run of 41 miles on one gallon of gasoline. He drove a standard touring car with no extra appliances of any kind, and ordinary gasoline was used. The measurement was the American gallon and not the larger Imperial gallon.

During a recent test held at Dublin, fifteen Fords took part. The winner made 39.9 miles per gallon and the average for the fifteen cars entered in the contest was 30.9 miles.

Use Sound Judgment and buy a Ford.

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Authorized Ford Dealers

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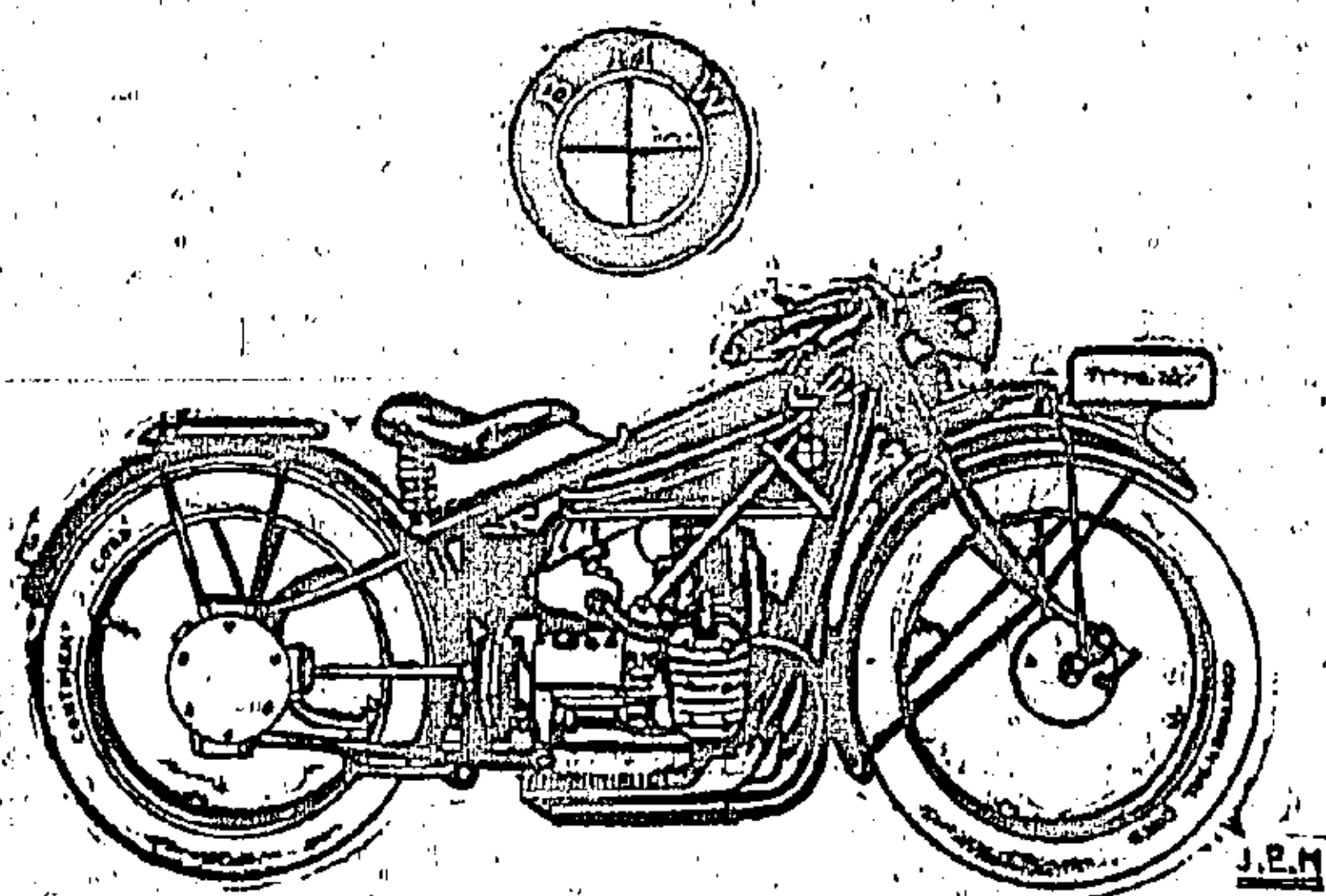
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THE new B. M. W. touring model R.42, represents the latest and most progressive form of motor cycle engineering.

In designing the R.42 model, it has been the endeavour of the makers to procure with all possible expedition, every step of technical progress and every item of riding experience for the benefit of motor cyclists who demand the latest and best.

The most important improvements as compared to former models, are mentioned hereunder:—

Increase of engine power to 12 h. p., notwithstanding the same cylinder capacity, achieved by means of an improved utilisation of the compression chamber and an increased cylinder cooling surface.

Detachable aluminium alloy cylinder heads.

External contracting brake acting on the vibration damper drum.

Overhead springs with shock absorber (recoll spring leaf.)

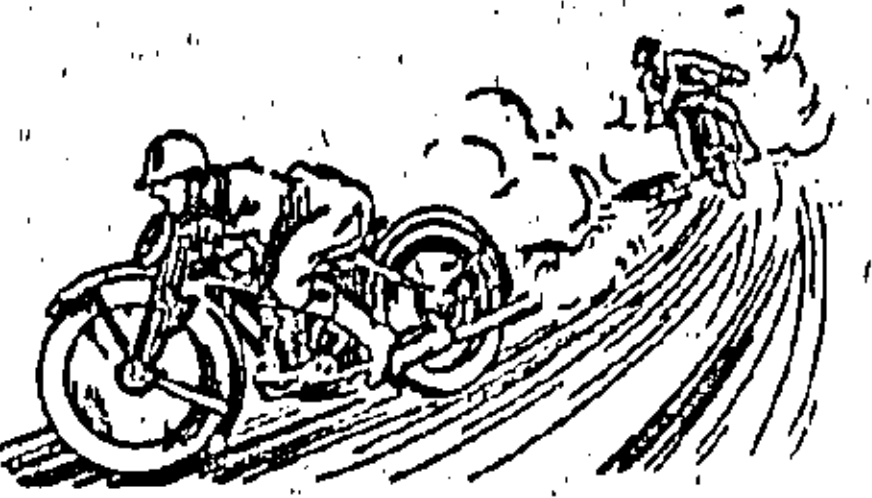
Non-slip spiral level gear on rear wheel.

Rims suitable for normal and balloon type tyres.

The B. M. W. Touring Motor Cycle.
12 BR. HORSE POWER

Full particulars from:—

THE LEYCESCO CHINA CO., LTD.
Bank of Canton Building.



B. S. A. MOTOR CYCLES

gained the following awards in the recent English

INTERNATIONAL 6 DAYS TRIAL

SPECIAL EXHIBITION MEDAL

The B. S. A. team on 3.49 h.p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

ALSO MANUFACTURERS' TEAM PRIZE
CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

THE SINCERE CO., LTD.

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FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase

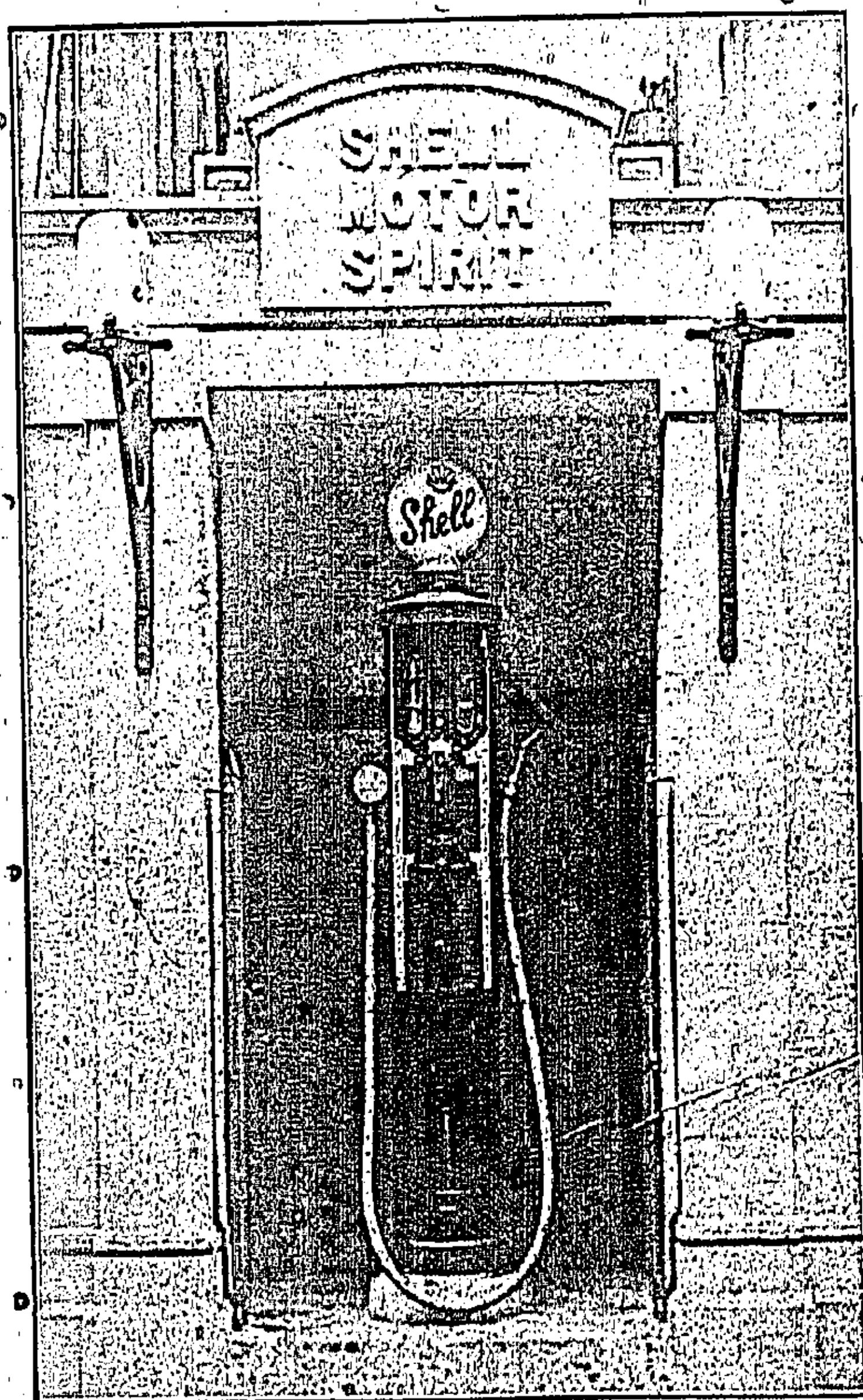
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AT REDUCED PRICES.

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"SHELL" PUMP

Situated in Douglas Street

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The Asiatic Petroleum Co. (S. C.) Ltd.

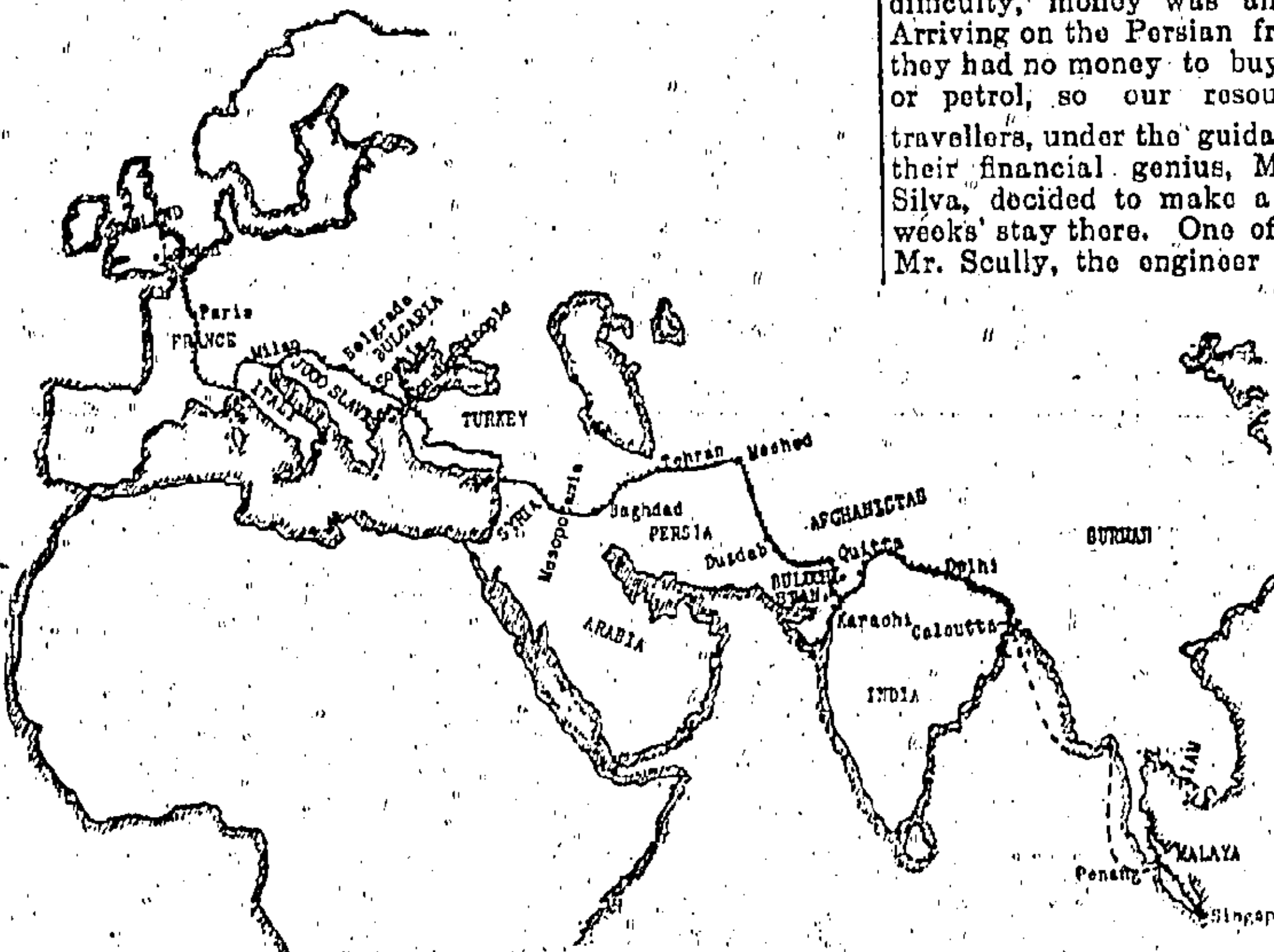
SINGAPORE TO LONDON IN A "TROJAN."

Wonderful Motor Record Of Three
Gentlemen From Singapore.COMPLETION OF LONGEST MOTOR
JOURNEY EVER UNDERTAKEN.

To travel for nearly 15 months in a solid-tyres "Trojan" car from Singapore to London, and thus to cover 12,000 miles through 14 different countries, has been the wonderful intrepid travellors, who reached the winning post of their journey, Westminster Bridge, on Tuesday last.

On Wednesday they were the guests at a luncheon in London given in their honour at the Holborn Restaurant by the Directors of Leyland Motors, Ltd., the makers of the "Trojan" car.

Their autograph album, which they proudly showed us, bears testimony to their encounters with no less than 25 human languages, but this fades into insignificance when compared with their own mental records of human experiences and sufferings.



They have endured the extremes of cold in Baluchistan and of heat in Mesopotamia; often they have been starving, and at other times craving for life-giving water amid the sweltering heat of the desert sands. Constantly within sight of the end of their modest exchequer, they were never beaten. "And we attribute our success," said Mr. Canaguboy, the originator of the venture, "to our determination to get through at all costs; and neither wild beasts nor wilder peoples, nor the howling tempests could stop us so long as our brave little "Trojan" stuck it—and stick it she did. And so, thanks to our determination, to the "Trojan," and to the uniform goodness of the "Shell" spirit and oil upon which we ran, here we are at Westminster Bridge, with no semblance of a wreck."

The experiences related with characteristic modesty are made the more astounding by the fact that there was no scientific expedition: there were no pre-arranged food and fuel bases; their equipment was of the scantiest, including neither firearms nor spare parts—in fact, their kit would have discouraged a party of holiday makers from touring Wales; their total finances amounted to 55 Singapore dollars, equivalent in English money to about £6. "Those," said they, "were our sole assets, apart from 3,000 printed post cards of ourselves which we hoped to sell during the trip"—a trip, incidentally, which breaks two motor travel records, one, that of being the longest road journey ever undertaken by any self-propelled car, the other, of being the only car to have ever completed the 2,100 miles separating Calcutta, from Karachi, which includes the hitherto unaccomplished feat of crossing the dangerously wild and appalling Sind Desert.

This is the route that was taken:—Singapore through Malaya and Southern Siam to Penang; thence by boat to Calcutta, through India via Delhi and the

when they were negotiating the down hill slope of a boulder-strewn mountain. The mgrost touch of the car wheels was sufficient to send a boulder hurtling down the 1 in 4 gradient over a mile long. In its headlong flight a boulder would cannon into other, and before the "Trojan" was half way down the gorge, it had become the centre of an avalanche of rock.

Sand, unsympathetic travelling material though it be, especially when it gets over the running-boards, yields pride of place to the plastic mud of Baluchistan.

At Padak, in Baluchistan, where the rainy season had a treat in store for them, they took 24 hours to travel 8 miles. Mud mixed with plasticine and treacle, and watered down with liquid pitch would be but a poor substitute for the 10 miles of clammy, plastic substance they encountered. Every few yards it was necessary to remove by hand the "mud" which had filled the entire space between the wheels and the wings, giving the car the appearance of a steam-roller. Although the car sank in a great many places up to its axles, it maintained slow forward progress.

Mud has been shown as one difficulty, money was another. Arriving on the Persian frontier they had no money to buy food or petrol, so our resourceful travellers, under the guidance of their financial genius, Mr. De Silva, decided to make a three weeks' stay there. One of them, Mr. Scully, the engineer of the

party, undertook the repair of a 23-year old motor lorry; another struck a bargain as a lorry driver, while the third raised the wind by lecturing and by selling post cards to sceptic Persians.

"What was the nearest to your ever giving up?" The answer was to hand us a photograph showing the "Trojan" hanging over a precipice, but luckily it was eventually rescued with scarcely a scratch on its body.

On one occasion a 1,200 mile stretch had to be negotiated without any possibility of obtaining further "Shell," and the little car was loaded, in addition to its three passengers, water supplies and kit, with 68 gallons of petrol.

In this 1,200 miles stretch they nearly ran short of fuel owing to a detour of some 106 miles on which a Turkish Patrol insisted: The patrol, on the look out for three Kurd murderers believed to have escaped in a motor car, insisted on the journey to headquarters with the pleasant intention of carrying out the much delayed execution, but, happily for our harassed travellers, their alibi was established.

The three travellers, now resting in London, intend to see the sights before returning, this time by a more conventional route, to their home and starting point, Singapore.

RELIABILITY TEST.

Sir Alan Cobham's
Engine.

Probably no engine in the world has had so romantic a career in so short a space of time as Sir Alan Cobham's Armstrong Siddeley air-cooled Jaguar.

In the brief span of twelve months (for the engine was only built in September, 1925) this engine flew Cobham's D.H. 50 from London to Cape Town and back, and having completed this 17,000 miles' journey almost immediately set off again for the 28,000 miles' flight from London to Australia and back from which it recently returned triumphant.

It is calculated that during these flights the engine spent nearly three weeks of its life in the air, and that in the course of 500 hours' flying time it covered

a distance of 45,000 miles. During these journeys its propeller and crankshaft revolved some 51 million times without a failure, and in so doing consumed something like 9,000 gallons of petrol.

The remarkable reliability and stamina of the engine are evidenced by the manner in which it survived the extremes of heat encountered in both flights over the equator, the freezing cold of the Alps, the terrific dust storms of Africa, the monsoons of India, and every other conceivable variety of wind and weather. It must be remembered, too, that this air-cooled engine differs little in principle from the ordinary air-cooled unit as used on a motor cycle, although, of course, its power output in relation to its weight is very much greater and naturally renders the attainment of super reliability more difficult.

The Jaguar develops over 400 h.p. and only weighs 770 lbs., so that its weight is less than 2 lbs. per h.p. On these lines, therefore, a motor cycle engine of about 4 h.p. should scale about the same weight as a gallon of petrol.

RISKY SPORT.

"Pillion" Riding
Unsafe.

"Pillion" riding is listed as one of the most prevalent causes of motor vehicle accidents in England.

A "pillion" rider is one who sits behind the driver of a motor-cycle. This position has proved hazardous and is responsible for many serious accidents.

English officials are considering a law making "pillion" riding illegal or else require that special "pillion" seats with the rider sitting astride should be used.

NEW SPARK PLUG.

An automatic, self-regulating spark plug has been placed on the market. When the plug is cold, the gap between the points is .015 of an inch. After the engine is in operation, the spark gap opens to .03 of an inch.

HONGKONG AUTOMOBILE ASSOCIATION

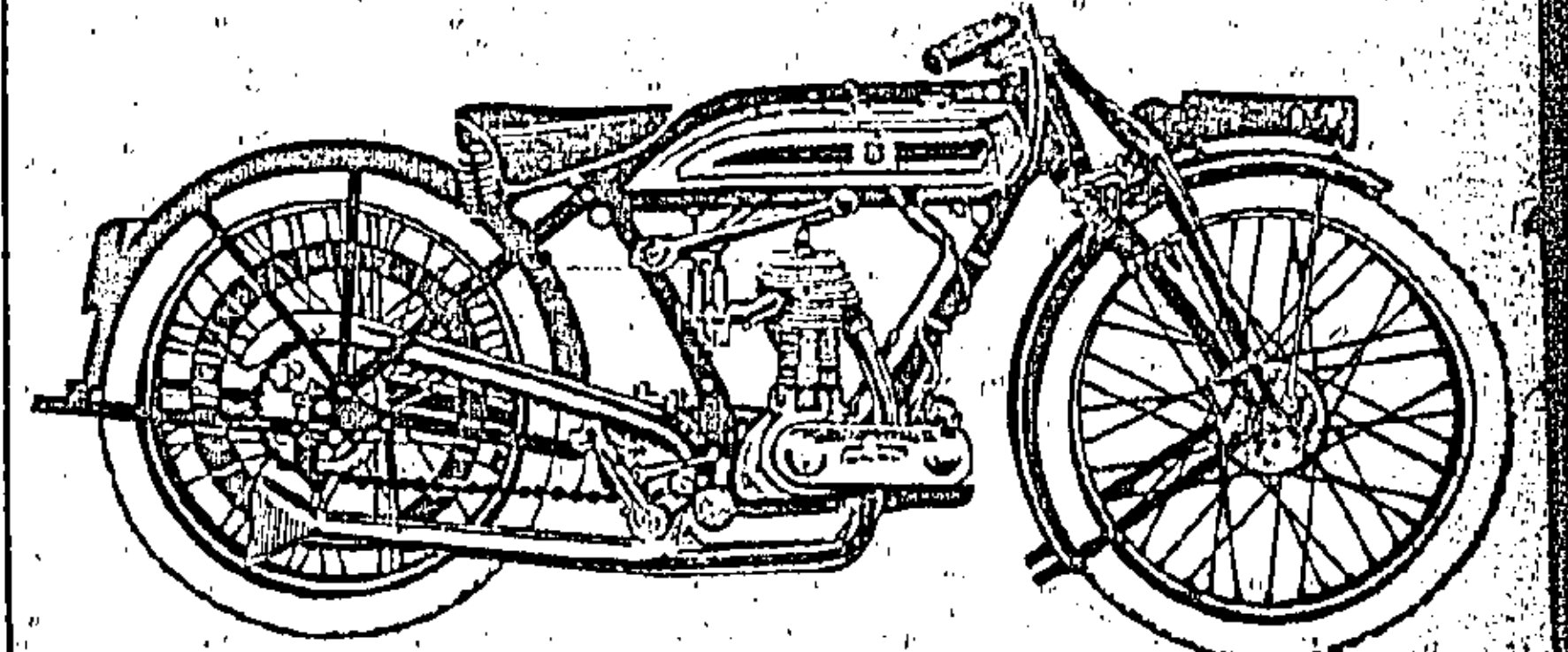
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At the Hongkong Hotel Roof Garden

Friday, January 21st.

Plan of tables opens at Moutrie's on Monday.

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You pay as a deposit, one quarter only of the full catalogue price; Insurance and bank charges are added on the balance only, which is then divided into seven monthly payments. The cycle is delivered to you ready for the road and you ride while you pay. You have the pleasure and don't miss the money.

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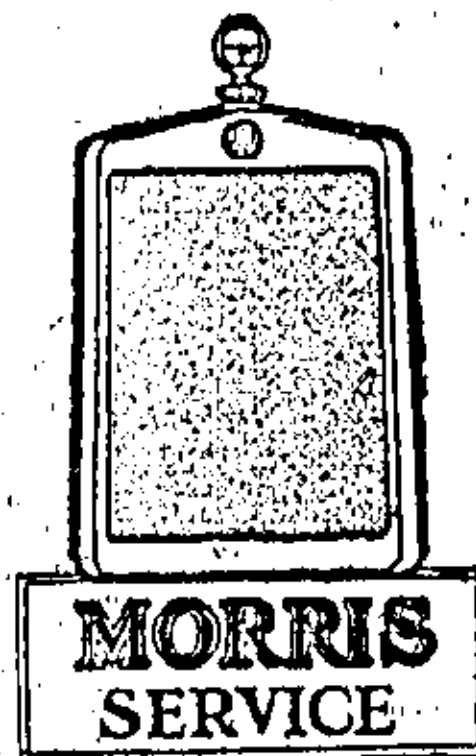
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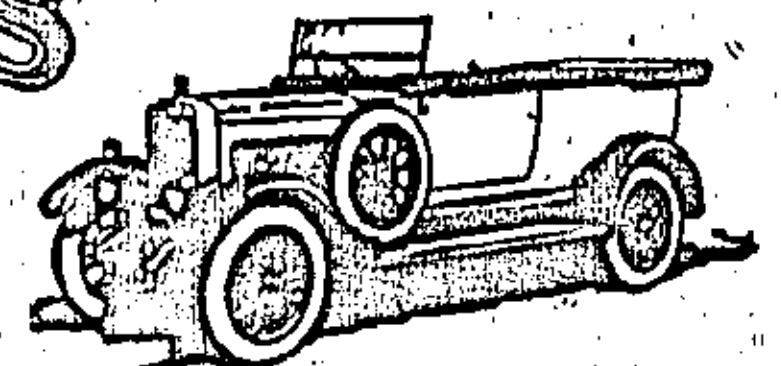
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Batteries designed for your car—Stocks Carried for your convenience.



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60	611 RHK	DO	94X68X 94	35	17	35	4
65	A-613 JF	DO	94X71X 94	35	17	35	1
92	A-611 SH	RUBBER	104X68X 94	40	17	40	5
100	A-615 JF	DO	104X71X 94	40	17	40	2
112	A-613 SH	DO	104X71X 94	40	17	40	3
135	A-615 SH	WOOD	114X78X 94	47	17	47	3
150	615 KH-2	RUBBER	124X78X 94	50	17	50	6
160	A-617 SH	DO	124X78X 94	50	17	50	7
50	A-127 SH	WOOD	124X78X 94	50	17	50	7
57	1211 AHS	DO	124X78X 94	50	17	50	7
92	1211 RHK	DO	124X78X 94	50	17	50	12

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1. Studebaker Light & Std Sixes, Roamer, Nash, Gardner, &c.
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3. Case, Cole, Cunningham, Franklin, GMF, Oldsmobile, &c.
4. Auburn 4, Buick Std, Chevrolet Cleveland, Essex, Ford, Overland, &c.
5. Auburn 6, Buick M, Chandler, Hudson, Jordan 6, Oakland, Tem, &c.
6. Hupmobile, Marmon, Packard 8, Paige, R & V Knight, Willys Knight &c.
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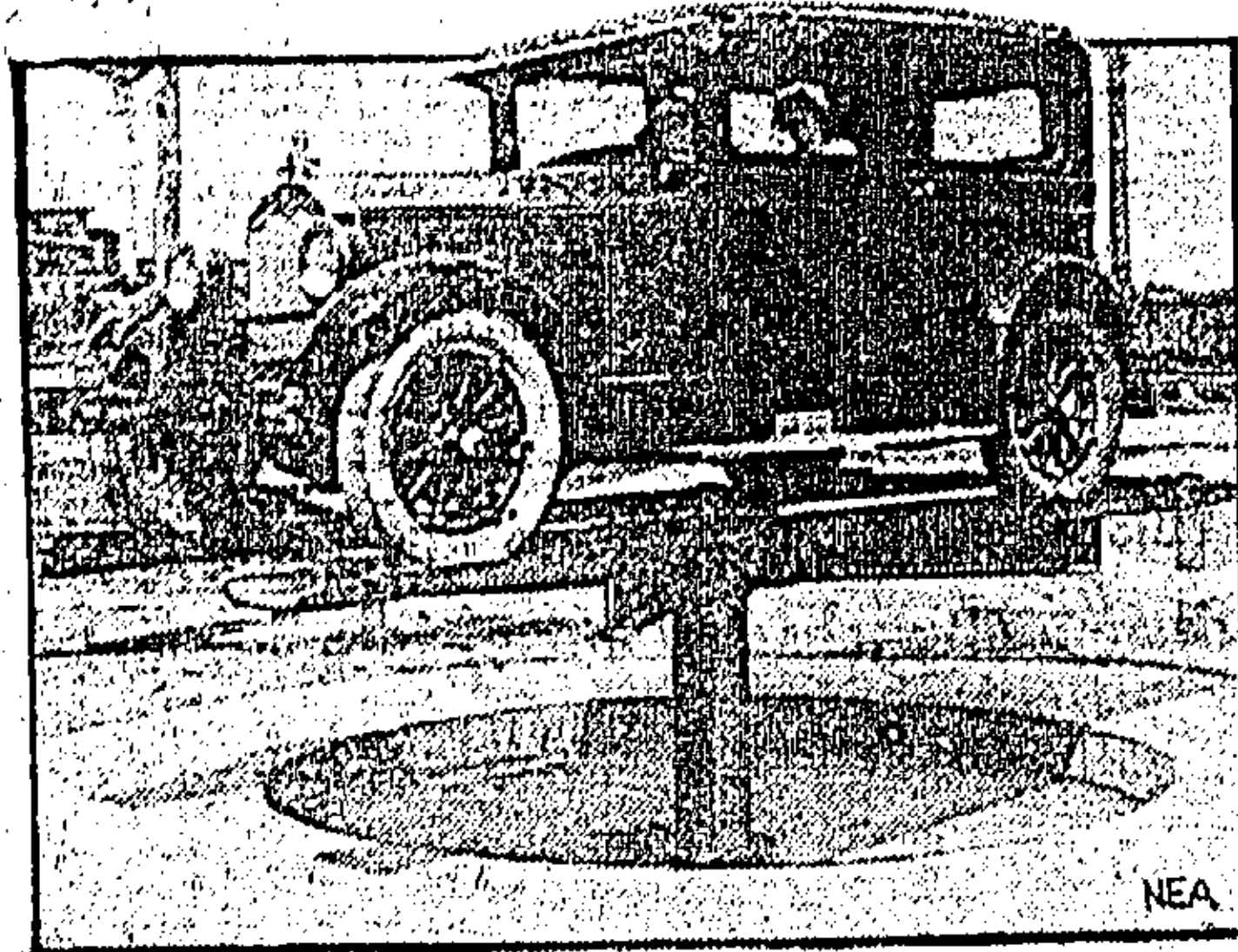
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GETTING UNDER MADE EASIER.



There's nothing to "getting under" to-day. For hydraulic lifts are being installed at service stations over the United States, to permit "getting under" without difficulty. The lift operates in small space, and can be rotated to suit the service man.

6 CYL. ENGINES. BRITISH VEHICLES.

Great Things Expected. Albions In Sydney.

Olympia has come and gone. What was its outstanding feature? Undoubtedly, says *The Autocar*, the provision by almost all makers of repute of a moderate-sized 6-cylinder car. Great things are expected of these new cars, and they promise to provide overseas users with inexpensive vehicles with remarkable top-gear capabilities.

That the British motor manufacturers are pushing their machines very effectively in Australia is indicated by the fact that in one week no less than six repeat orders for Albion commercial vehicles were notified to the factory in Glasgow by their agent in Sydney. Such well-known firms as Nestles and Anglo-Swiss Milk Company and the British Australian Tobacco Company are included in this list.

FOUR-WHEEL BRAKES.

Dennis Distinction.

TEST BY SOFT SOAP.

An unusual air of expectancy characterised the group of men standing near the entrance of a big North London garage.

There was something special on to-day—something that would be a pleasant change from the ordinary routine, and full of interest, whatever the outcome. In the brief interval they talked with keen anticipation of the probable results of the test. Scotland Yard authorities, for whom the preparations had been made, discussed technicalities that they had already investigated, their speculations tempered by a wealth of experience in such matters. The Press, too, was strongly represented, for this was an event that would provide a very interesting "story." Some thought that the insidious layer of soap that overspread the garage floor was carrying things a little too far. It would be impossible for a car even to manoeuvre under such conditions, let alone a bus. Why it was dangerous to venture one's foot on the prepared surface!

Suddenly chatter gave place to silence. There was a bus hurrying to the entrance—one of those comfortable pneumatic-tyred single-deckers, and yet not quite those that had already been running in London for nearly two years. Rapidly gathering speed, it rushed into the garage, with its tracheous floor, at 25 m.p.h.—no small speed for a bus weighted to represent a full complement of passengers.

At a sign from one of the watchers the driver placed his foot lightly on the pedal which brought into operation the Servo-operated 4-wheel brakes. With the precision that is characteristic of a perfect machine, the bus came to a standstill in its own length, neither front nor rear wheels deviating a hair's breadth from the true line, the wheel track in the soft soap as clear and sharp as if die-cast.

Tongues were found again—congratulation, amazement, gratification, but particularly amazement.

But there was more to follow. So far the machine at each demonstration had only travelled in a straight line. Now the driver was instructed to carry out sharp turns, followed by complete circles; and at the word the brakes again brought suddenly into action. The result was always the same—no harshness, no jerking, no suspicion of sliding either forward or sideways.

After a time the bus was driven out, and, for the sake of comparison, again entered at the same speed as before. But this time, on the order to stop, there was a terrifying skid—the bus seemed to face in all directions at once and shot broadside on across the floor.

Why? Because the driver had on this occasion applied the hand-brake which operates only the rear wheels, like the brakes on all other London buses.

Finally a portion of the test-load was removed, to allow some of the Scotland Yard authorities

to experience personally the effect of the Servo-applied 4-wheel brakes. With them as passengers a steep hill was descended, considerably faster than the driver of an ordinarily braked bus would care to do. But here again the effects of the system were as astonishing as before. The bus simply stopped. Smoothly and gently stopped, without any jerky throwing forward of the passengers that previous experience in other buses had led one to expect.

And this is how it came about that the Dennis "E" type low-load-line chassis was the first vehicle fitted with 4-wheel brakes that the Scotland Yard authorities approved for service in London. Previously they had been afraid of front-wheel skidding, but such conclusive tests as those show that the best makers know how to make a "Super-Safety Bus."

A word or two about the 4-wheel braking system of this new low-load-line bus chassis of Messrs. Dennis Bros. will prove of interest. In principle it is identical with that employed on Rolls-Royce cars, and is made under Rolls-Royce patents; the depression of brake pedal causes two friction surfaces to be brought into contact. One of these, being geared from the propeller shaft and rotating so long as the machine is in motion, tends to turn the other, which, through a system of levers, reinforces the driver's pressure and applies both front and rear brakes. These are inter-connected in such a way that, the retarding effort on the rear wheels is always slightly greater than that on the front. An ingenious arrangement, incorporating a swinging link, enables the Servo-assistance to be brought into play whether the machine is travelling backwards or forwards; while, should anything chance to put the Servo out of action, depression of the pedal will apply the brakes direct.

The distinction of being the first to secure approval of the Metropolitan Police for the running of 4-wheel operated buses in the streets of London is not the only one that has fallen to Messrs. Dennis Bros. It was as long ago as 1904 that the firm introduced the worm drive into the construction of the commercial chassis, and in the following year they put into service London buses employing this form of drive, in the teeth of a good deal of adverse criticism from the "experts."

It is sufficient to say that for some time now all buses in service in London have been worm-driven.

There is still one other advance in London that was due to the progressiveness of Messrs. Dennis Bros., which, combined with their soundness in design, has secured for them a foremost place in the industry, and that was the licensing, for the first time, by the Scotland Yard authorities, of buses fitted with pneumatic tyres, thus completing a trio of distinctions of which this well-known firm of commercial motor manufacturers may well be proud.

TRAFFIC LAWS.

Uniform System For Chicago.

One of the most extensive programmes of traffic control is to be undertaken in the metropolitan area of Chicago, where a unified system of regulation will be put in force for the entire district.

For the past 10 months this area has been subject to an intensive scientific traffic survey, instituted by the Chicago Association of Commerce and carried on by the Albert Russell Erskine bureau for street traffic research under the direction of Miller McClintock, traffic engineer.

The area which will be included has a population of more than 4,000,000 people and includes portions of two states, six counties, 50 cities and 109 towns and villages.

ROADS HELP FARMERS.

Good roads have made it possible for many farmers and orchardists to market a large part of their apple crop direct to the retailer consumer.

JOIN

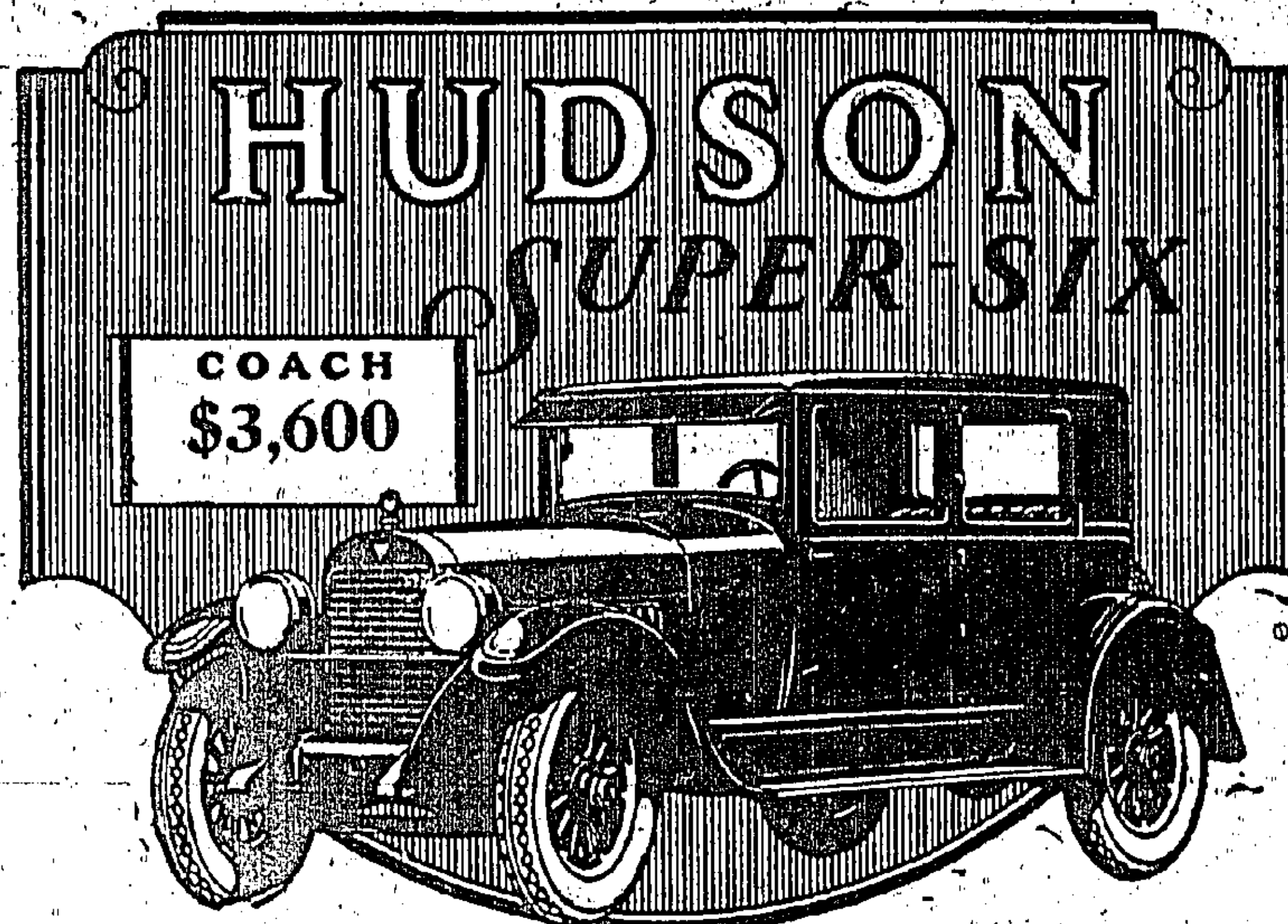


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Hon. Secretary,

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The Greatest Hudsons of All Time and at the Lowest Prices

Hudson's position as the world's greatest value is not merely a new attainment. For ten years the Super-Six has stood alone in mechanical supremacy. Basic patents have kept others from copying its motor. The smoothness and long life it gives are exclusive. No motor has yet equaled the Super-Six in smoothness and long, economical car life.

Because of its simplicity, the Super-Six has always enjoyed manufacturing advantages that

permit a lower selling price than is possible with more complicated types.

The Coach has long been acknowledged the "World's Greatest Buy," because of its utility, performance and value. Now among luxurious cars, the beautiful Brougham and the Sedan give Hudson the same unrivaled position. They have all the distinction of finest custom-built cars, with a price advantage based on the world's largest production of 6-cylinder cars.

Hudson 7-Pass. Phaeton \$3,500. Hudson Brougham \$4,000. Hudson 7-Pass. Sedan \$4,400.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO., LIMITED

33 WONG NEI CHUNG ROAD, HAPPY VALLEY

Foundations!

THE foundation of Dunlop tyre quality is Experience.

AWAY BACK IN 1888

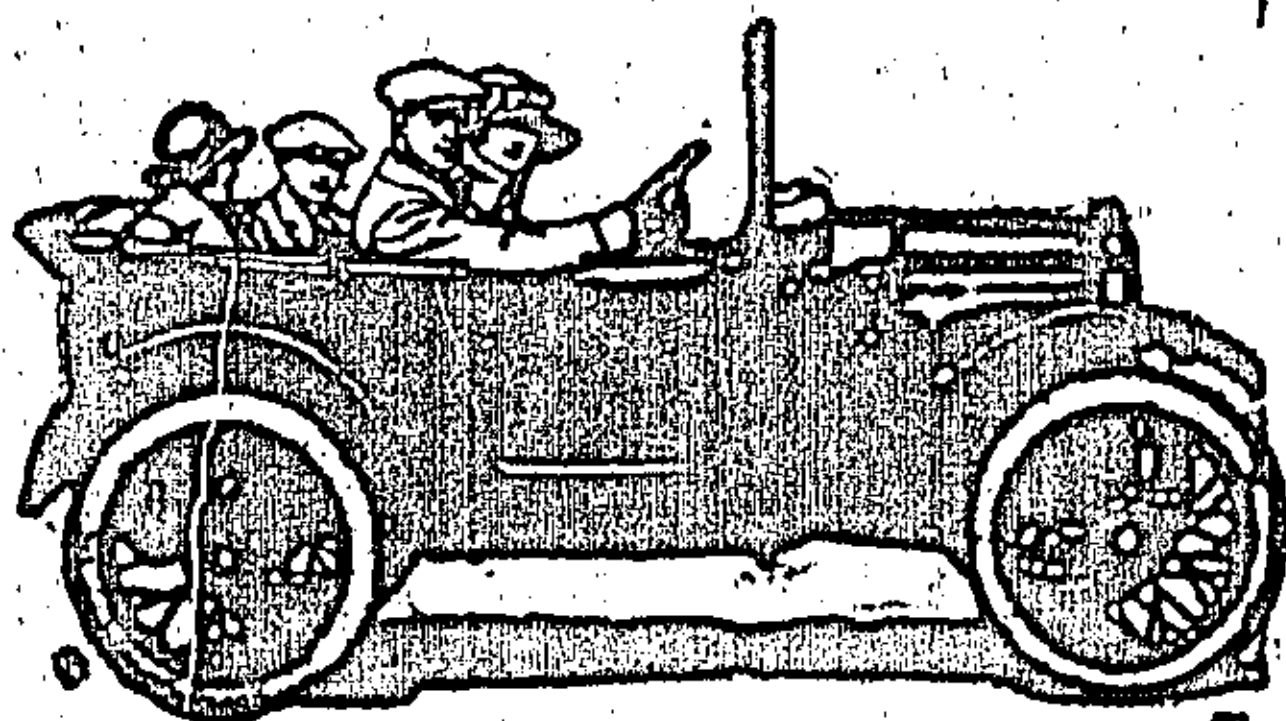
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WAS THE NAME IN THE TYRE WORLD.

The accumulated experience of the years is in every Dunlop Tyre you buy. That's why Dunlops yield the longest mileage and are so utterly satisfactory under all conditions of service.

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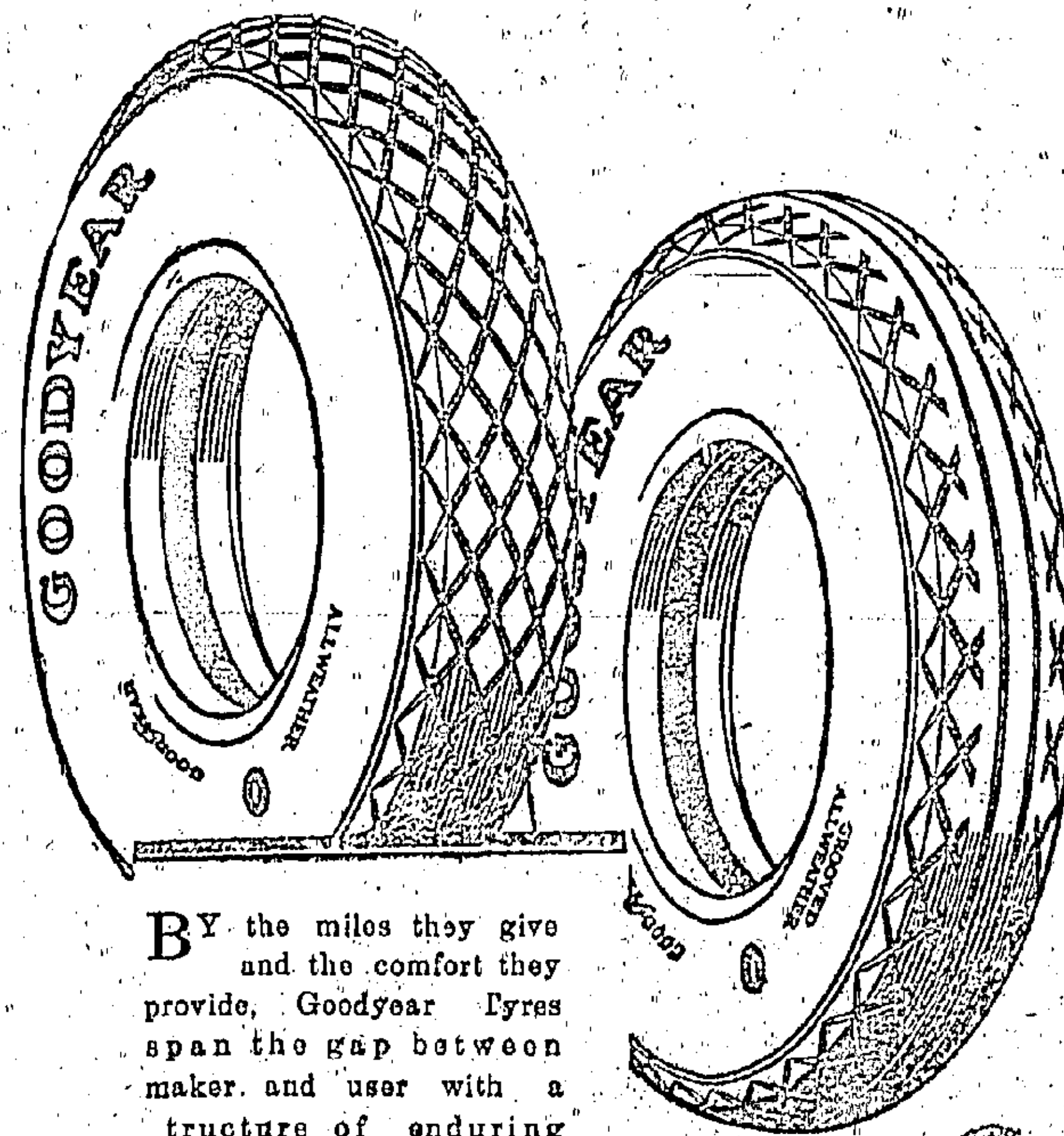


You can secure immediate delivery of an Austin 7 under the terms stated above. Balance is cleared up in a few monthly instalments. It is an easy way to own the most wonderful light car in the world to-day.

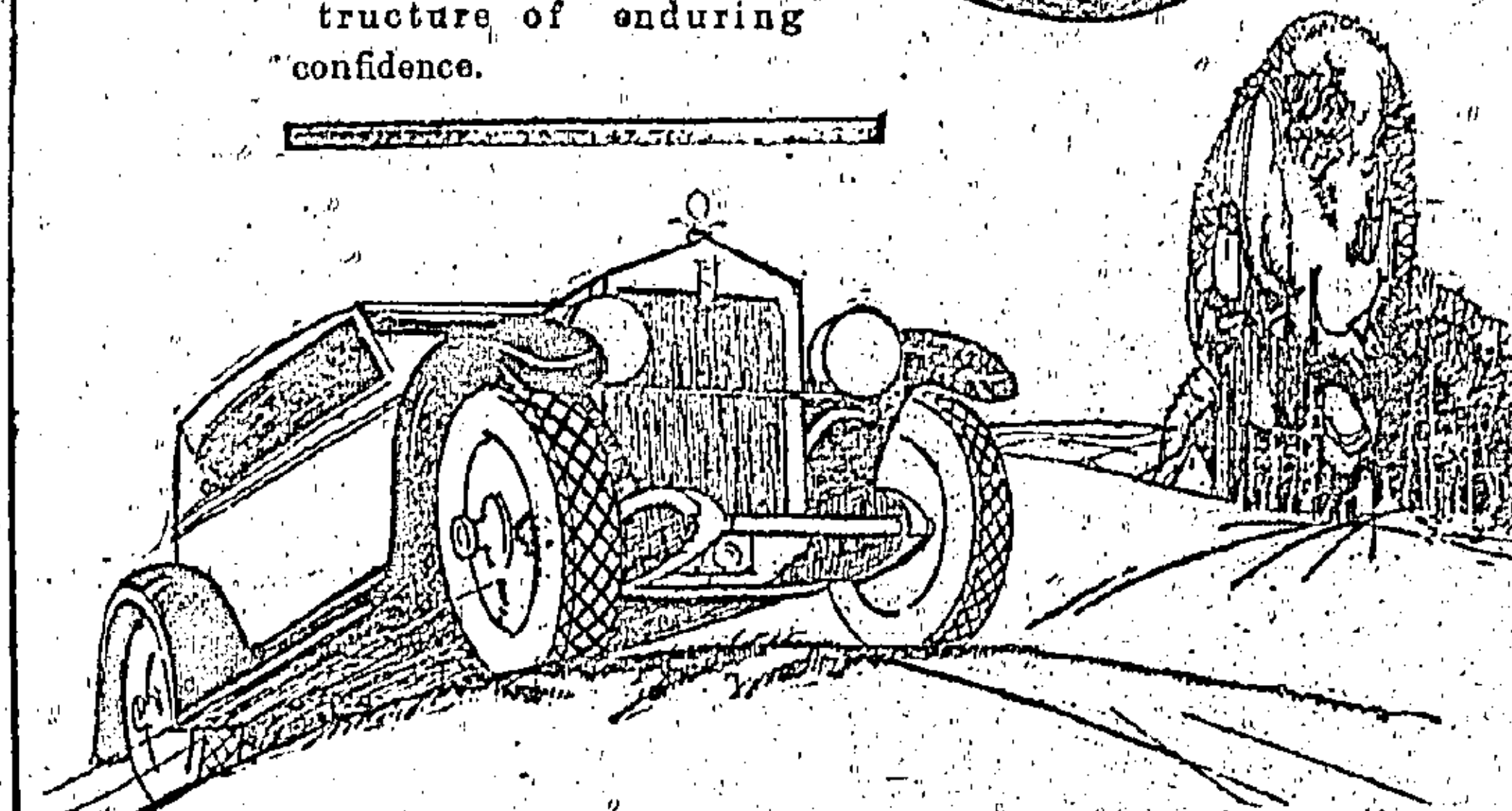
REMEMBER—When you buy an Austin 7 from us an exceptional after-sales interest is maintained in your car.

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HONGKONG.

The Kowloon Motor Car and Cycle Exchange Co.
KOWLOON.



BY the miles they give and the comfort they provide, Goodyear Tyres span the gap between maker and user with a structure of enduring confidence.



Next Time Buy

GOOD YEAR
CORD TYRES

Made with SUPERTWIST
DISTRIBUTORS

ALEX. ROSS & Co., (China) Ltd.
BANK OF CHINA BUILDING, HONGKONG

THE ANTI-CHRISTIAN MOVEMENT.

"DOWN WITH HEAVEN" NEW SLOGAN.

NOISY PROCESSIONS.

The Christmas season was variously celebrated in Kweilin, Kwangsi province. Christians met in their several places of worship, while opposers, composed of the majority of the student body from government schools, united in a vigorous anti-Christian campaign.

Students from junior and senior schools, both male and female, close on a thousand strong, assembled at noon on Christmas Day in the (former) Imperial City, now the site of a number of government schools. Speeches were made in which Christianity was assailed and the Bible attacked. Cartloads of literature were distributed. Some new "Downs" were noticed, "Down with Heaven" only a dream was the most startling.

From the Imperial City the processionists traversed the principal streets of the city. Girl students were much in evidence, with bugles and drums. Their headgear was fearful and wonderful—musk hats in the middle of winter, of a style that Paris would readily disclaim as not the present mode. The compound of the American Baptist Convention Mission was entered and the flag of the Kuomintang hoisted to the top of the flagstaff. After lots of patriotic yelling, the students moved on. Passing churches and the homes of missionaries there was a fresh sounding forth of the various anti-Christian slogans, but no violence.

BRITISH GENERAL STRIKE.

TRADE UNION "INQUEST."

London, Jan. 14. The report of the Council of the Trade Union Congress for the long-deferred "inquest" on the general strike in the shape of a special conference of the Executive of all affiliated Unions on January 20, has been issued to the delegates to-day as a confidential document. It will be published on January 20.

It is understood that it consists of two sections. The first summarises the mining dispute and the course of events to the termination of the general strike and explains the Council's motive for calling off the general strike, and repudiates certain suggestions in that connection. The second deals with subsequent events to the end of November, including the T.U.C.'s mediation efforts, and it comments outspokenly on the mining dispute, defending the T.U.C. attitude thereto.—*Reuter*.

McPHERSON CASE.

EVANGELIST DISCHARGED.

Los Angeles, Jan. 10.—District Attorney Asa Keyes in superior court to-day requested, and was granted, dismissal of the criminal conspiracy charges against the evangelist, Mrs. Althea Semple McPherson. The district attorney reiterated his charges that Mrs. McPherson left Los Angeles last spring in the company of Kenneth Ormiston, former radio operator at Angelus temple of which Mrs. McPherson is pastor, and that she was not kidnapped by Mexican bandits as she claimed in explaining her sudden mysterious absence.

In asking dismissal of the case Keyes said it had rested on the testimony of Mrs. Lorraine Wisemann-Sieff who "has changed her testimony daily until it contains so many contradictions that she has become a witness for whom no prosecutor could vouch."

Paymaster Commander W. E. G. Urtenshaw and Paymaster Lieutenants R. Q. Pine and G. M. Waters have been appointed to H.M.S. Tamar.

Inspector Bond, for many years in charge of the Water Police, will be sailing for Home on March 5. This officer, after a distinguished career in the Hongkong Police is retiring on pension.

The annual general meeting of the Hongkong Society for the Prevention of Cruelty to Animals will be held in Messrs. Jardine, Matheson and Co.'s board room on Thursday, the 20th instant, at 5.15 p.m. The public is cordially invited to attend.

MIXED GRILL
& A Merry Miscellany
Ashley Sterne

Professor Hans Petersen of Vienna has at last succeeded in exploding the atom, and—to the intense amazement of everybody, who had been anticipating the total demolition of the Solar System as a consequence—nothing happened! There was no smoke, no smell, no loud bang; the atom just exploded like a perfect gentleman, and passed peacefully away greatly respected. What has become of the bits, Heaven alone knows; but if they are ever discovered I hope Professor Petersen will be good enough to stick them together again, either with rivets or glue or something. After all, atoms are public property, and I cannot see that scientists are entitled to go about exploding them for their own amusement any more than you or I are entitled to soak up the sea with blotting-paper or extract all the oxygen from the earth's atmosphere.

Incidentally I hear that the apparatus employed for the explosion was very expensive. I suppose it didn't occur to the distinguished Professor that he could have decimated his atom for six-



pence if he had just handed it over to the tender mercies of the Parcel Post and labelled it "Fragile—with care."

"The wives of famous men," says a writer on the Higher Education of Women, "have undoubtedly improved intellectually from association with their husbands." I don't know that I altogether agree with this somewhat sweeping assertion. For instance, I'm sure Zantippe's mind never improved a scrap from marrying Socrates. She became far more of a shrew than a shrewd. At the same time, I think I see what the writer is getting at. He merely wants to emphasise what Longfellow said long ago: "Wives of great men all remind us we can make our wives sublime."

A street musician, fined for creating an obstruction in Trafalgar Square (and goodness knows there was quite enough obstruction there already) was found to have a sum of over £28 in his possession. The magistrate is to be kindly commended for the self-restraint he displayed in refraining from making any joke about Orpheus and his loot.

The quotation on my Great Thoughts Tear-off calendar for this day on which I write is, "In contemplating the sorrows of others we forget our own." True! Let me ignore my ten tortured toes for a few minutes while I lucubrate a little Song of Gratitude:—

Ten little chilblains have I got,
One upon each pink toe,
Driving me nearly off my dot—
They itch and tingle so.
What though I paint them every day,

With dabs of iodine,
They still refuse to go away,
These ten children of mine!

All day they never cease to throb,
Those wretched little brutes;
And oh! the anguish of the job
Of putting in my boots!
Or, if I do, they wake
Me up, until the morning light
Shall on my vision break.

TUNG KOON'S PLIGHT.

THREAT OF A GENERAL STRIKE.

A report from Shek Lung states that the town is full of rumours concerning the activities of bandits infesting the district of Tung Koon and also of labour tyranny now prevailing there.

Tung Koon is one of the richest agricultural districts of Kwangtung. Following the ravages of war in the East River districts brigands and pirates have greatly increased number and their activities have been so frequent that the inhabitants have been shorn of almost all

Yet 'midst my misery I hear
A glad and thankful heart;
I don't repine, I never swear,
Whenever they itch and smart;
For I'm aware that ten alone
Are all I have to heed,
Whereas five hundred I should own
Were I a contemned!

In a recent number of the *Times of India*, I saw a photograph of a native of Bombay who breaks paving-stones with his fists. I wish he would pay us a visit. He seems to be just the fellow to settle once and for all the vexed and much debated question of what's inside our railway refreshment-room pork pies.

Sing hey! for the Brighter London Movement! For the metropolis is shortly to be equipped, I read, with one of these new electrical coursing tracks, complete with betting-rings, grand stands, paddocks, and (I trust), the usual throat-slacking facilities. The "hares" will be "mechanical hares" driven by electricity, but the greyhounds will be solid dog all through, and in all other respects the sport will be carried out on strict coursing lines. But while they're about it, why not do the whole thing by electricity? Electrical greyhounds, for one thing. It certainly seems awfully rough on the genuine greyhound that the best he can hope for from the sport is the pleasure, mingled perhaps with pain, of biting an amperage or a kilowatt in the neck. Then I'd like to see electrical bookies that can't bunk installed, and electrical tipsters guaranteed to give one the very agreeable "shock" of backing a winner. Then if the promoters will kindly arrange for an electrical grand-mother's funeral on the day of all the big events. I cannot think of anything which remains to be desired.

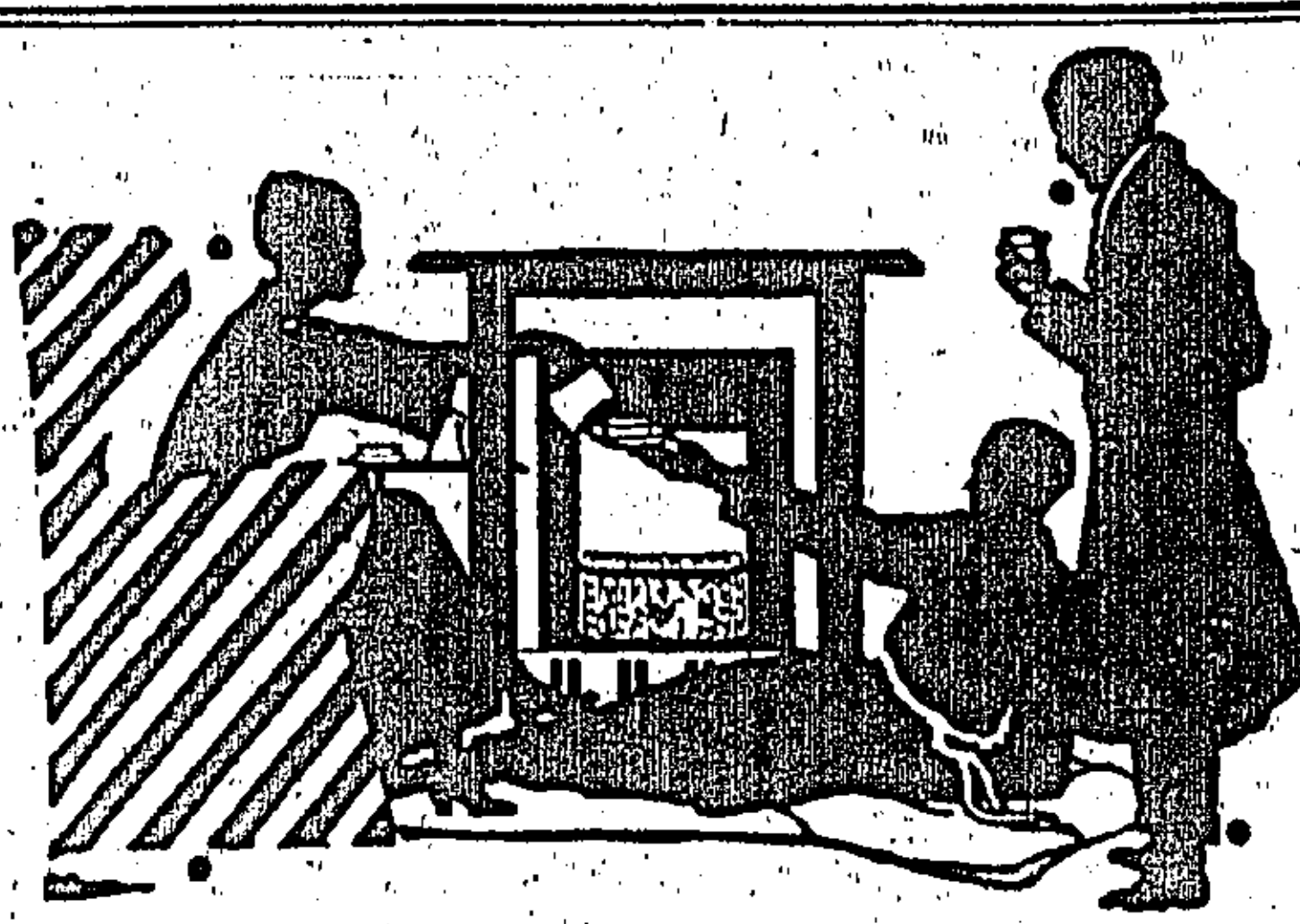
Professor Robert A. Millikan, the eminent American scientist, declares that the intellectual power of the man of to-day is not superior, and is possibly inferior, to that of the Alexandrian and Athenian of 3000 years ago. I beg most vehemently to differ. When I think of giant minds like those of my friends Professor Barmion Crumpett and Professor Anac-theus Bilgewater, the intellects



of such men as the late Professor Euclid, of Alexandria, and the still later Professor Pythagoras, of Athens, seem pretty poor junk by comparison. Euclid merely propounded without solving the problem of duplicating the cube. It was Barmion Crumpett who solved it, by simply taking two lumps of sugar instead of one in his early morning cup of tea. Pythagoras again, merely invented the Pythagorean Triangle—a crude thing which was absolutely useless from the commercial point of view. It remained for Anac-theus Bilgewater to so modulate and improve it, that to-day it is the only sort of triangle played in the Handel Festival orchestra. But possibly Professor Millikan was not aware of these achievements of my friends? Well, he'll get a nasty jar when he learns that they have each been awarded a Nobel Prize for their researches. So shall I.

their worldly possessions. In some villages even the houses have been razed to the ground or burnt and many people are seen huddled together in rags in the open air.

During a short sojourn of two days in the city which was undertaken by a correspondent, strikes by members of four Labour Unions were in full swing, these being the silk place-goods, the paper, pastry and cake and printers' and jobbers' unions. These strikes had been on for some days, and on the date of the correspondent's arrival, the strikers held a mass meeting at which a resolution was passed to the effect that an ultimatum be sent to the employers that unless their terms are agreed to within three days, a general strike of all Unions will be called.



Don't allow a sulky fire to spoil this pleasant hour.

Install Gas and have a Gas Fire, which is a willing slave that never sulks.

Full particulars at the showrooms:

16, Des Voeux Road and West Point.
Hongkong & China Gas Co., Ltd.

The Bathroom Beautiful.

A MODERN bathroom may be made a harmonious part of the room it adjoins, by the use of tiling that is procurable in many tints and colours from:—

The Malkin Tile Works Co., Ltd.,

who specialise in designs for all classes of tiling, including fireplace, wall, floor-tiling and mosaics.

Stocks carried and suggestions gladly given by the Sole Agents:—

C. E. WARREN & Co., Ltd.

Showrooms:—CHINA BUILDING.

TEL. C. 269.

CHINA & POWERS.

(Continued from Page 1).

Consular representatives, that it has no intention of acting contrary to National aspirations, the legitimacy of which it fully recognises. It confirms its adherence to the immediate and unconditional granting of the Washington Sur-taxes as proposed by the British and accepted by the French Governments, and agrees to the suggestions of the British Government as regards extra-territoriality. Since these measures are proposed with the object of demonstrating the loyal intention of the Powers as regards China, the Belgian Government wonders whether it would not be preferable to apply them only as far as are really of a kind to satisfy the Chinese people.

MOMENT INOPPORTUNE.

As regards the collective declaration suggested in the British Memorandum regarding the policy to be followed to China by the signatories to the Washington Treaty, the Belgian Government is of opinion that such a declaration is at present neither opportune nor possible. Several Powers have already rejected the proposal, and, moreover, it is to be feared that with the frame of mind existing at present in China, a collective declaration, however wide and liberal, would create more distrust than satisfaction, and, in any case, give rise to erroneous interpretations. Belgium, however, wishes that in the establishment of a Government with authority to speak in the name of a sovereign and united Chinese people, the aspirations of the National movement should receive the greatest possible degree of satisfaction by means of agreements willingly reached,

ROMANS IN BRITAIN.

ERMINE STREET AND THE NINTH LEGION.

How the Roman invasion developed native crafts and proved fresh markets for the languishing potteries of the county, which in the second century had become a flourishing industry, is described in the "Report on the Historical Monuments of Huntingdonshire" (Stationery Office, 35s.), the tenth labour of its kind undertaken by the Royal Commission on Historical Monuments.

The report is an exhaustive and fascinating account of the secular and ecclesiastical architecture and ancient remains of a county which from the earliest times was close to an abundant supply of stone and did not use brick work until the close of the Middle Ages. There are slight traces of Roman settlements at the river crossings, a confused system of banks and ditches at Colne, and ramparts much reduced by ploughing at the Romano-British town of Chester-ton. But the outstanding Roman monument is Ermine-street, which forms the axis of the county and is a relic of the northward pressure of the ninth legion in the early days of the conquest.

The road added an important overland route to a region hitherto almost impassable. It was mainly thick forest and fen, traversed only by three waterways. On the few dry areas on the gravel along the river banks or on the islands among the marshes a sparse, poverty-stricken population made rough pottery, hunted, fished, and scratched a living from the soil.

which shall at the same time assure all foreigners the same treatment and the same guarantees.—*Reuter*.



The softness and lightness of Wool renders it admirable for children's wear.

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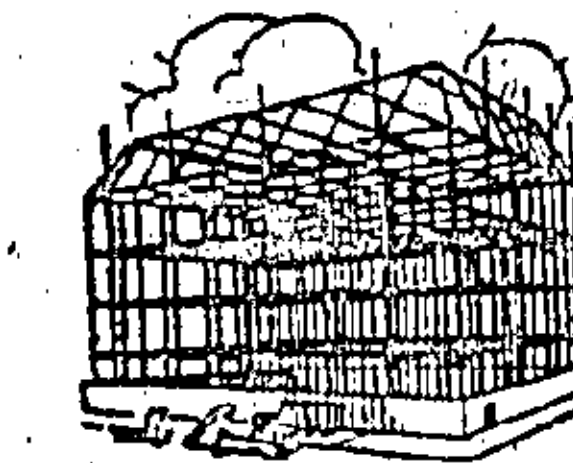
The Recognised Store for Children's Wear.

A visit to our Children's Department will reveal a delightful selection of dainty garments in Wool, and Silk, each beautifully made from finest materials.

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DIGESTIBILITY
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SEE what thought—and care—and skill go to form the steel skeleton for a beautiful edifice.

Future Strength depends on the framework.

What an admirable thought for Baby! Mother is the builder. If the framework is sturdy and strong, Baby will be better able to withstand the storm and stress of life—both in childhood and in manhood.

'Allenburys' is a builder, too! A food of perfect nourishment and real digestibility. A food which makes bone and sturdy, hardy frame. Perfect digestibility is the secret of its reputation.

As Baby develops so the 'Allenburys' System of Infant Feeding is adjusted to his needs. Give Milk Food No. 1 from birth to three months—No. 2 from three to six months—Malted Food No. 3 from six months onwards. Each gives the best nourishment in the most readily digestible form for its particular age.

Write for Booklet & Free Sample tin

A free 1/4 lb. tin of 'Allenburys' Food will gladly be sent to every mother who writes, giving Baby's age. Note how readily he digests it. With the free tin we will also send the 'Allenburys' book 'Infant Feeding and Management.' 120 pages of practical information concerning Baby's welfare. Write to-day mentioning this paper.

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COMPANY RESULTS.

THE STAR FERRY CO. LIMITED.

The Star Ferry Co., Ltd., announces that the net profit for the year ended 31st December 1926, is £233,091.02, which together with £223,639 brought forward from the previous year, makes a total of £456,730.02 available for appropriation.

The Directors will, at the approaching meeting of shareholders, recommend the following distribution:

Pay a dividend of \$1.50 per share, absorbing	\$20,000.00
Pay a bonus of \$1.50 per share, absorbing	120,000.00
Carry forward to new account	31,225.71
	\$271,225.71

Land Investment.

The Directors of the Hongkong Land Investment and Agency Co., Ltd., have declared a Final dividend of \$2 per share. This, with the Interim Dividend of \$2 already paid, makes \$4 in all for the year 1926.

A MEXICAN "EXECUTION."

FIVE YOUTHS BRUTALLY KILLED.

Mexico City, Jan. 14.

The newspaper *Excelsior*, which is hostile to President Calles, reports that five youths in the town of Leon, said to be Catholics, had their tongues cut out because "When in peril they prayed to God," and then were shot dead.

The victims were participating in an open rebellion, but the Federal Government and local authorities apparently were not connected with the "execution."—*Reuter's American Service.*

RADIO TESTS.

HIGH SPEED BY BEAM AND SHORT WAVE.

Rugby, Jan. 14.

Official tests by the British Post Office between short wave and beam wireless stations in England and Australia began to-day. For seven hours daily for a week, high speed telegraphic communication by beam will be conducted over a distance of 11,000 miles.

The minimum speed of transmission each way will be 100 words a minute, but it is expected speeds exceeding 300 words a minute will be attained.—*British Wireless.*

TAXATION AT HOME.

THE F.B.I.'S INTERVIEW WITH THE CHANCELLOR.

Rugby, Jan. 14.

The Federation of British Industries decided yesterday to seek an interview with the Chancellor of the Exchequer and urge that the loss of revenue resulting from the coal stoppage should be regarded as a capital loss, to be spread over a term of years, and that if an increase of taxation became necessary it should not take the form of direct taxation.—*British Wireless.*

PETROL EXPLOSION.

CRASHING GIRDERS CAUSE FATAL SPARK.

Tampico, Mexico, Jan. 14.

A spark from the crashing together of two steel girders which were being removed, caused the explosion in the petrol tank of the British steamer *Essex* Isles. Thirty-seven longshoremen were killed and the ship set on fire.—*Reuter's American Service.*

Mr. Warwick Reynolds, the black and white artist, died recently at Glasgow. Aged 46, he was born in London and went to Glasgow after having studied art in London and Paris. Although he specialised in animal studies, he was best known as an illustrator of books and journals. He had also done some admirable water-colours and the Glasgow Corporation recently bought one of his works. His animal studies were powerful and distinctive. He spent much time at the Zoological Gardens studying animals and their movements.

FAMOUS SCHOOL GAMES.

PLAYING RUGBY AT HARROW.

The keen discussion which is taking place over the proposal to adopt the Rugby game at Harrow recalls the interesting fact that, although Harrow's founder, John Lyon, was the first to emphasise the importance of sport in education, he would have no football, says a *Daily Mail* writer.

He strictly decreed that the play of the boys was to be "driving a top, tossing a handball, running, shooting (archery), and no other." Curiously enough, football was prohibited in England as early as 1349, because it interfered with the practice of archery. The sport survived at Harrow for some two centuries, until 1771, when the annual competition for the Silver Arrow was abandoned because of the low company it attracted from London.

The true Harrow football, indigenous to the school, has its own peculiar features, which were developed in the days before inter-school matches, and this applies to all the older schools which have their own game.

The Harrow game is played 11-a-side and the heavy clay fields make it as hard a game as can be found anywhere. The ball is larger than an Association ball and it may be handled in certain circumstances when the player called "yards," and may run three steps unmolested and then either kick "Larry" or put him down. There is a modified form of scrum and "bases" are scored by kicking "Larry" between two tall posts.

Eton has two traditional games peculiar to the school, the Field Game and the famous Wall Game. Here the balls are smaller than the Association ball and in the Field Game there is no handling. Both games are played eleven-a-side three "behinds" and eight forwards, four of whom form the "bully"—a sort of scrum—in the Field and five in the Wall Game.

Winchester and Stonyhurst, notably among others, have their own traditional games and even Rugby has its "Big Side" game apart from that which gave rise to the present Rugby Union code which has become almost universal at public schools. Eighty-a-side was not uncommon in a "Big Side" game and the present fifteen-a-side game was once commonly played twenty-a-side.

The idea of playing Rugby at Harrow is not, of course, a new one. Inter-school matches have necessitated the playing of a limited amount of Rugby and Association for many years, but the new and more sweeping proposal is bound to rouse the opposition of the very strong forces of tradition.

BED COMFORT.

ARE WE LESS FASTIDIOUS?

To-day beds are standardised but 20 or 30 years ago quite a number of people had their beds built to order—big, capacious beds.

A commercial traveller was lamenting to me the other day about the smallness of the beds in modern hotels, says a *Home* writer. He is not a big man, but he likes a big, roomy bed, and the only places now where he can rely on finding beds to his liking, he said, are the old-fashioned hotels in remote places.

A bedstead manufacturer with whom I discussed the subject agreed that big beds are no longer in demand. At one time, he said, it was common to get orders for "out-size" beds, but people to-day did not bother much about comfort.

In this era of smaller beds big men are at a disadvantage when they go away from home. I know a man about 6ft. 3in. in height who seldom takes a holiday because of the discomfort he suffers in trying to sleep.

Here and there we come across people who are faddy about their beds. There are the hard-bed men, unable to sleep in any bed that is not as unyielding as a piece of pavement. And there is the opposite school—the soft-bed enthusiasts, who insist on a soft, billowy feather bed in which they can sink deeply.

But the most extreme bed faddist I have heard of is a man who can sleep only by compass. He has his bed fixed due north and south and goes to considerable trouble to see that it is in exact line with the Poles. At home he has north and south marked on the bedroom walls so that he can sleep secure in the knowledge that his bed has not been shifted a jot in two days.

WALKING DANGERS.

PROBLEM OF THE PEDESTRIAN.

The alarming growth in the number of street casualties was discussed by the London County Council recently.

Sir John Gilbert pointed out that in one year in Greater London 853 people were killed and there were 40,173 accidents which were not fatal. The General Purposes Committee wished to ask the Minister of Transport to convene a conference on the subject. The Safety First Council had done a great deal for pedestrians by calling attention to the dangers of the streets.

Mr. G. D. Gilbert, who moved an amendment that the proposed conference be called by the County Council, said he made "no complaint about motorists in general, but a minority of them made it very dangerous for pedestrians to use the roads. There was that type which continually wanted to pass every other motorist on the road."

Figures for July, August, and September showed, he said, that there were nearly three deaths per day as a result of street accidents, the total being 269 for the three months, which was a very large increase over the figures in the committee's report.

Statistics of accidents that did not prove fatal were worse; during the three months 26,727 persons were injured in the street, making 2,065 per week, or 293 per day.

Admiral Taylor, as the "owner and driver of a motor-car and as one who covered 10,000 miles a year in London streets, declared that quite as necessary as regulations for motorists were regulations for pedestrian traffic. In New York pedestrians crossed the street at main stopping-places and nowhere else, and in congested London streets it was advisable that some similar system should be adopted.

At the present time pedestrians stopped off pavements just where they pleased and often without looking one way or the other, and thereby did that which was unfair to motor traffic. It needed to be impressed on the pedestrian that when he left his proper place which was on the pavement, a great responsibility rested on his shoulders.

He would make it an offence for a motorist to drive past a stationary tramway-car putting down or taking up passengers. The police were constantly summoning motorists for most trivial offences; it would be better if they prosecuted for dangerous driving, for this would be a great deterrent.

The amendment was defeated by a large majority, and the recommendation of the committee, as amended, was passed.

ENTHUSIASM.

Have ever heard a dyspeptic give three rousing cheers for anything? Is the man with a torpid liver ever an optimist? If your brain is sluggish because of a clogged system how do you expect to take a real live interest in daily affairs?

A dainty laxative, certain in action yet mild; a gentle liver stimulant; Pinkettes will clear your system, brighten your outlook, give new zest to life. Chemists everywhere sell Pinkettes, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60, Kiang-se Road, Shanghai.

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Tea
Dinner

A la Carte

Refreshments—

(with meals)
Wines & Spirits
Malt Liquors, etc.

Music—

1 p.m. to 2.30 p.m.
and
from 8 p.m.

Dancing.

Pedder Building, Hongkong.



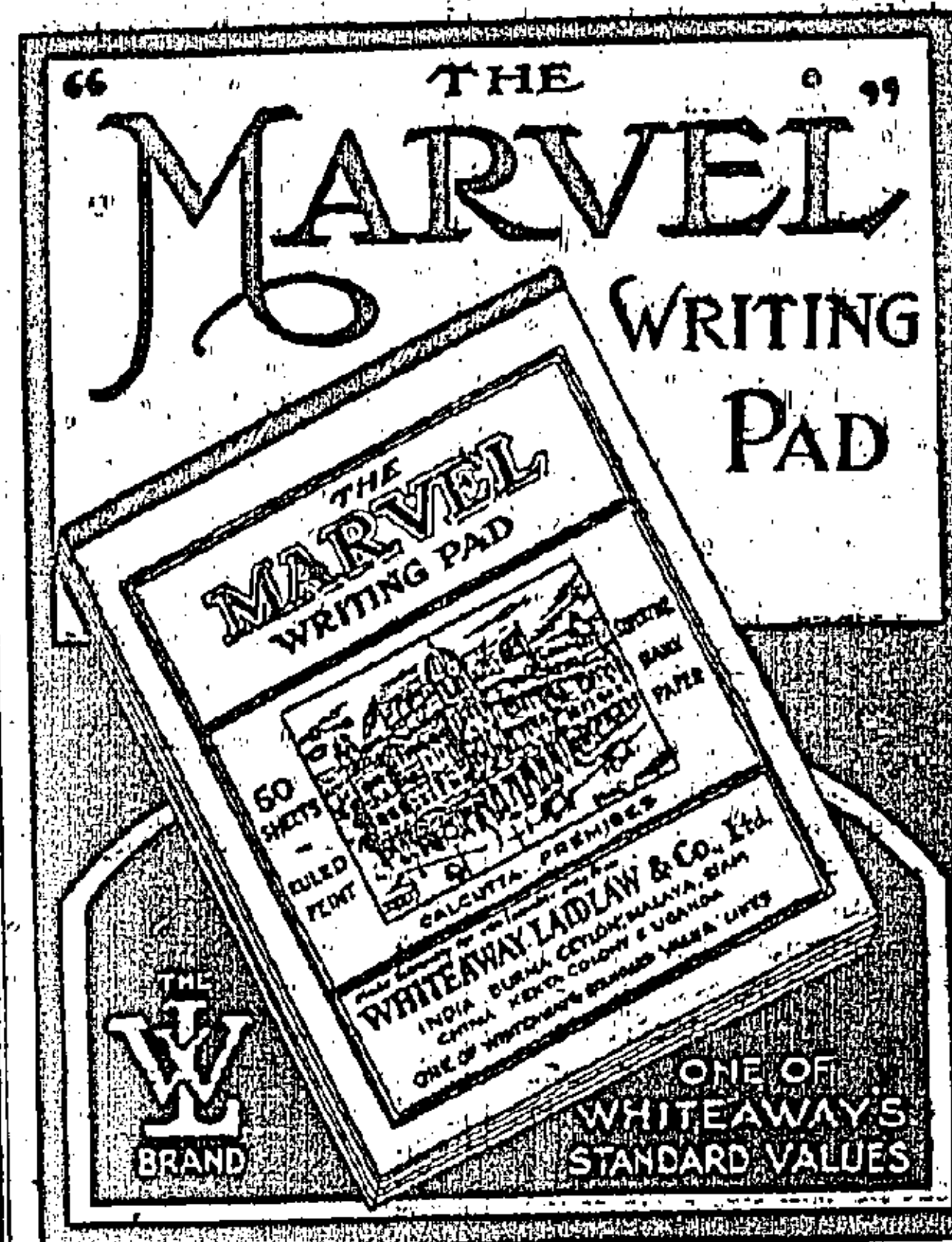
DOLLAR VALUES



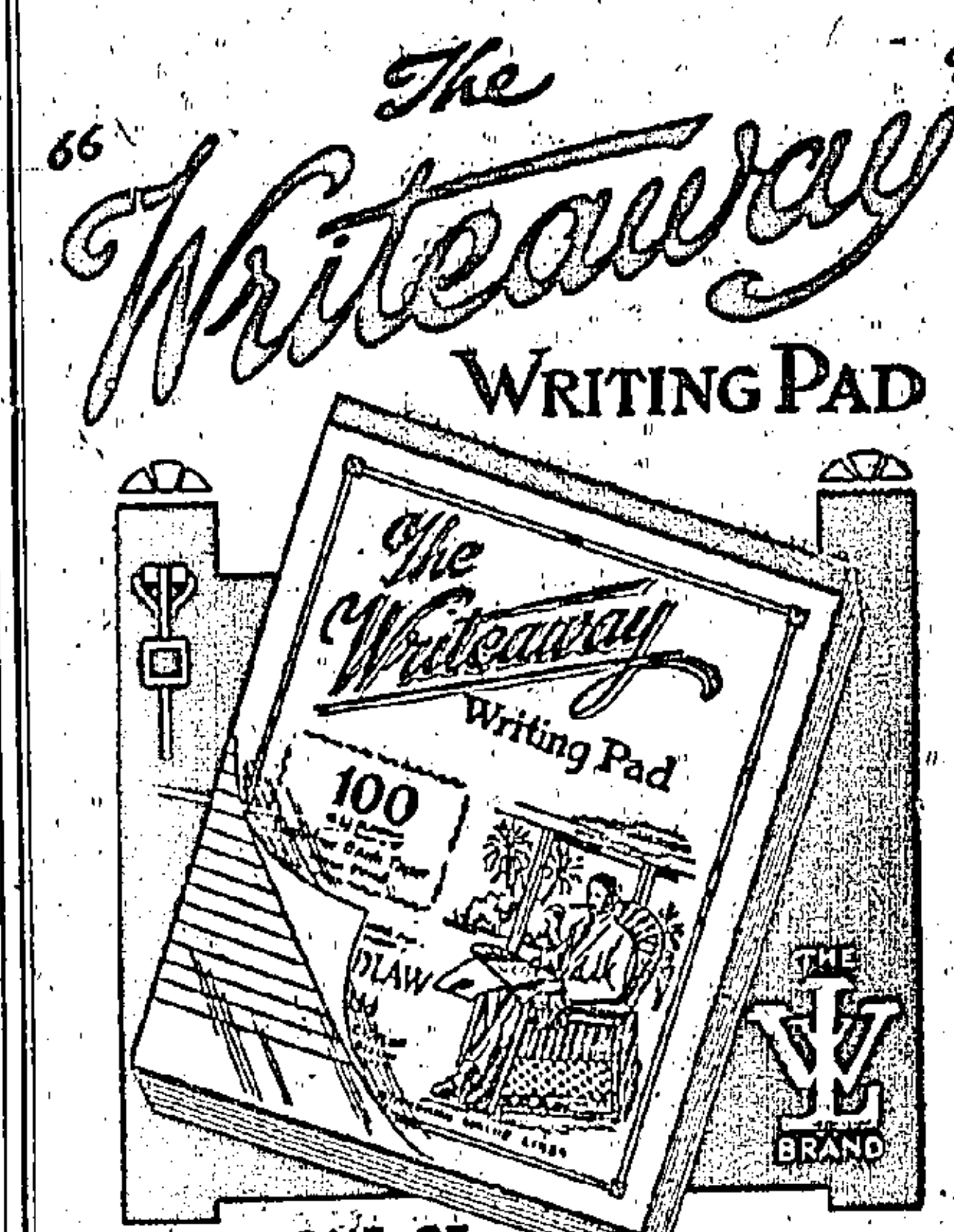
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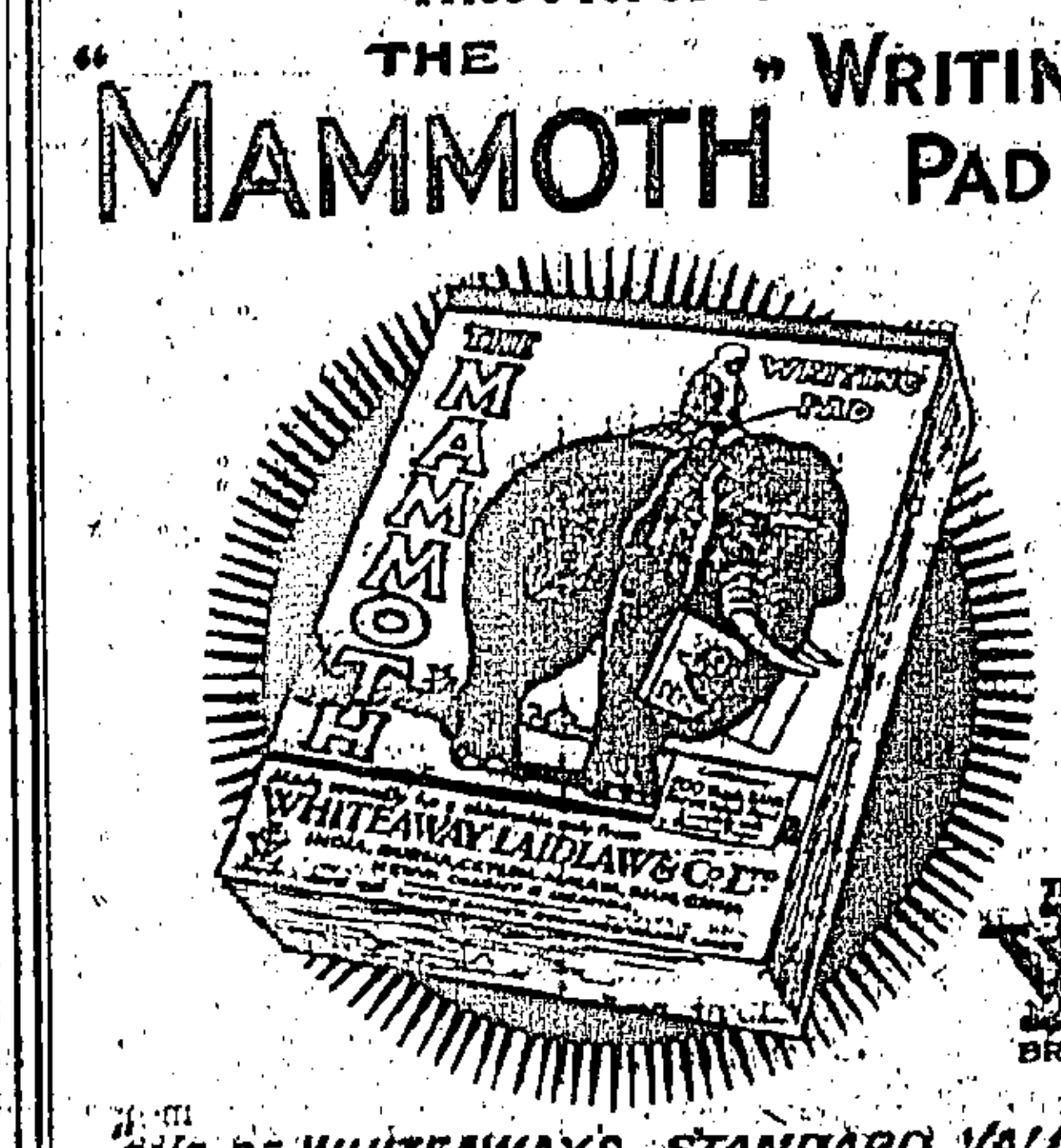
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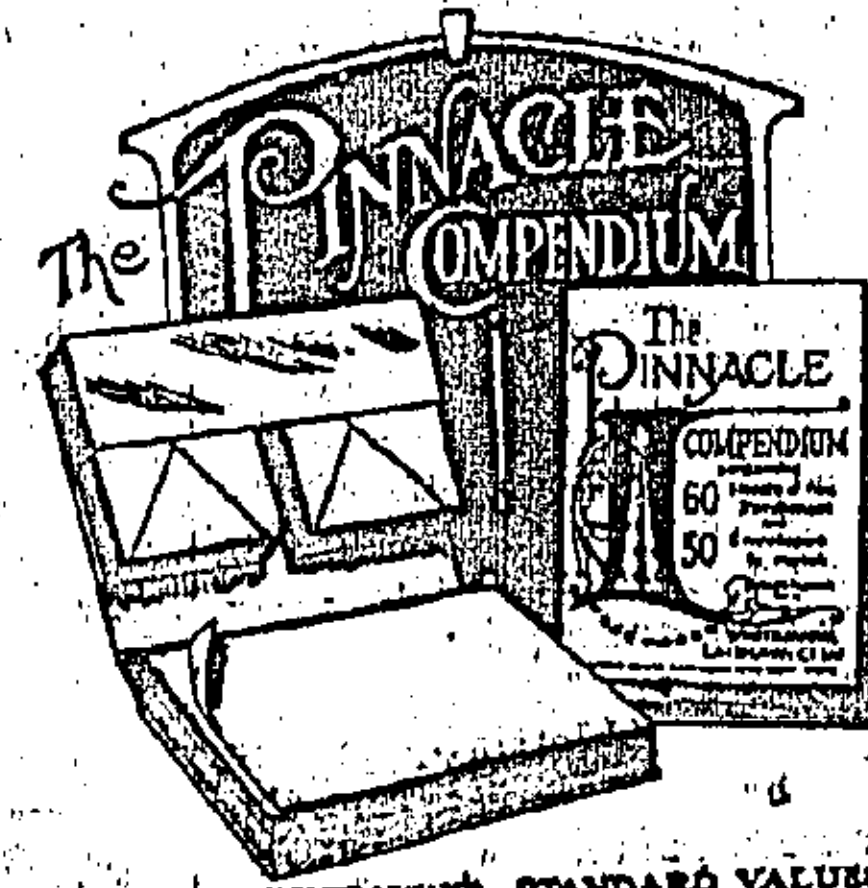


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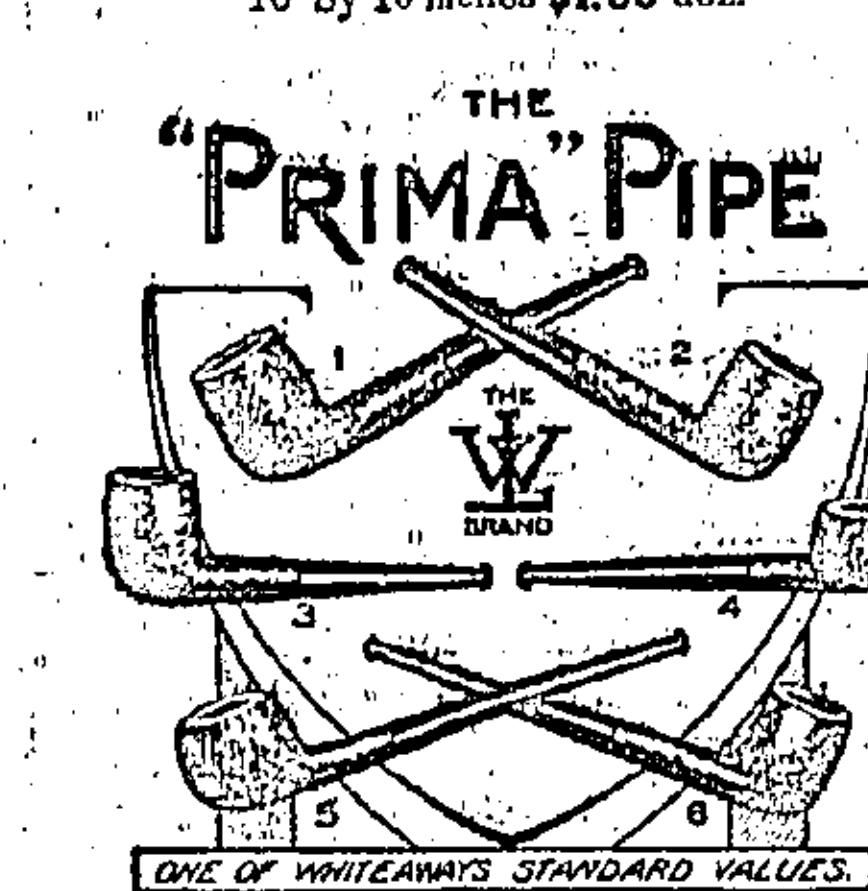
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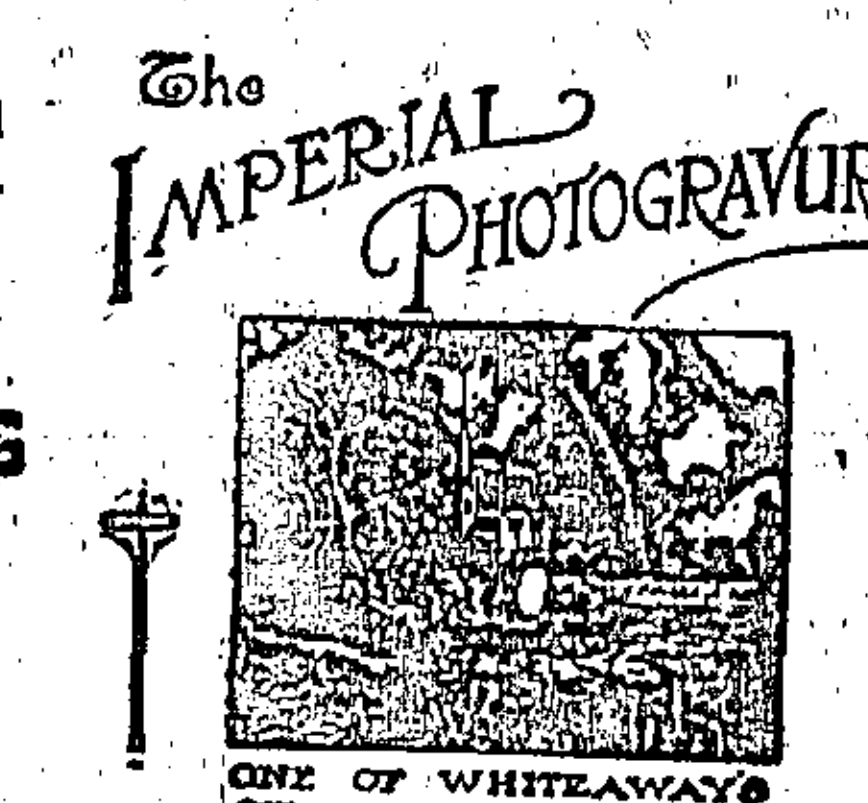
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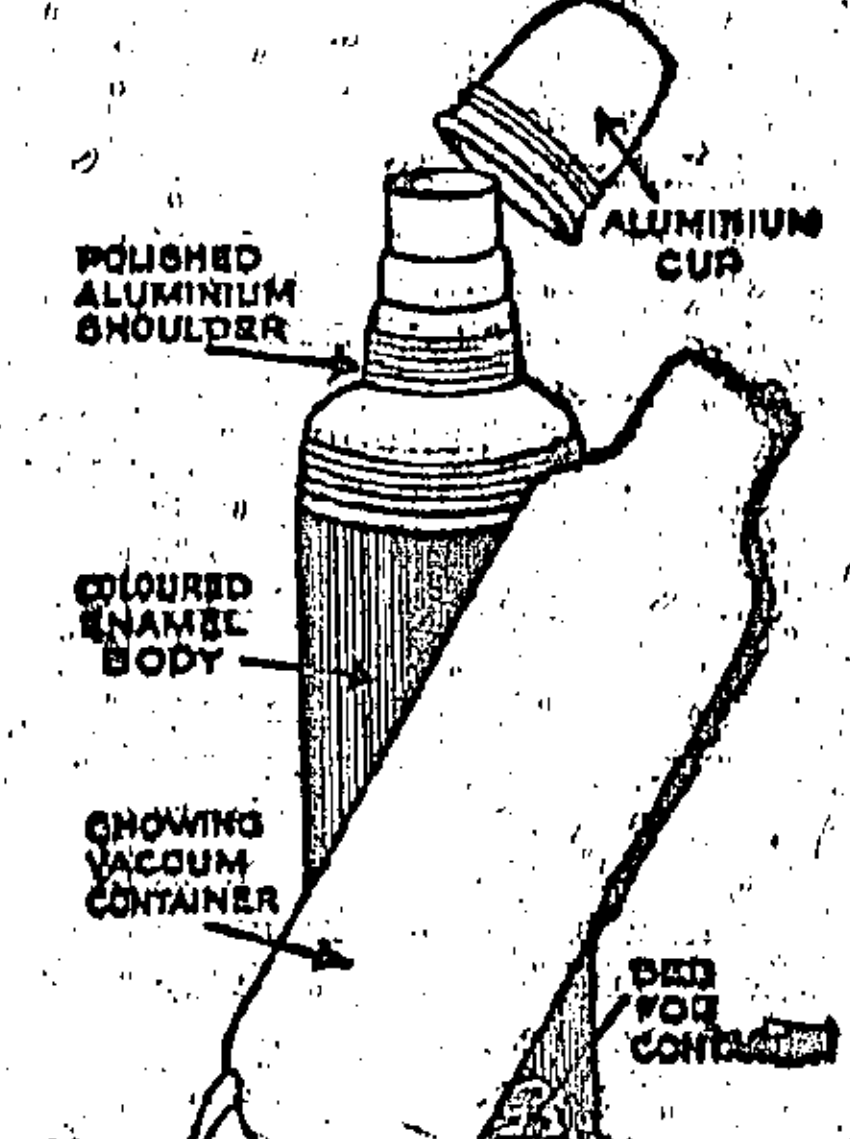
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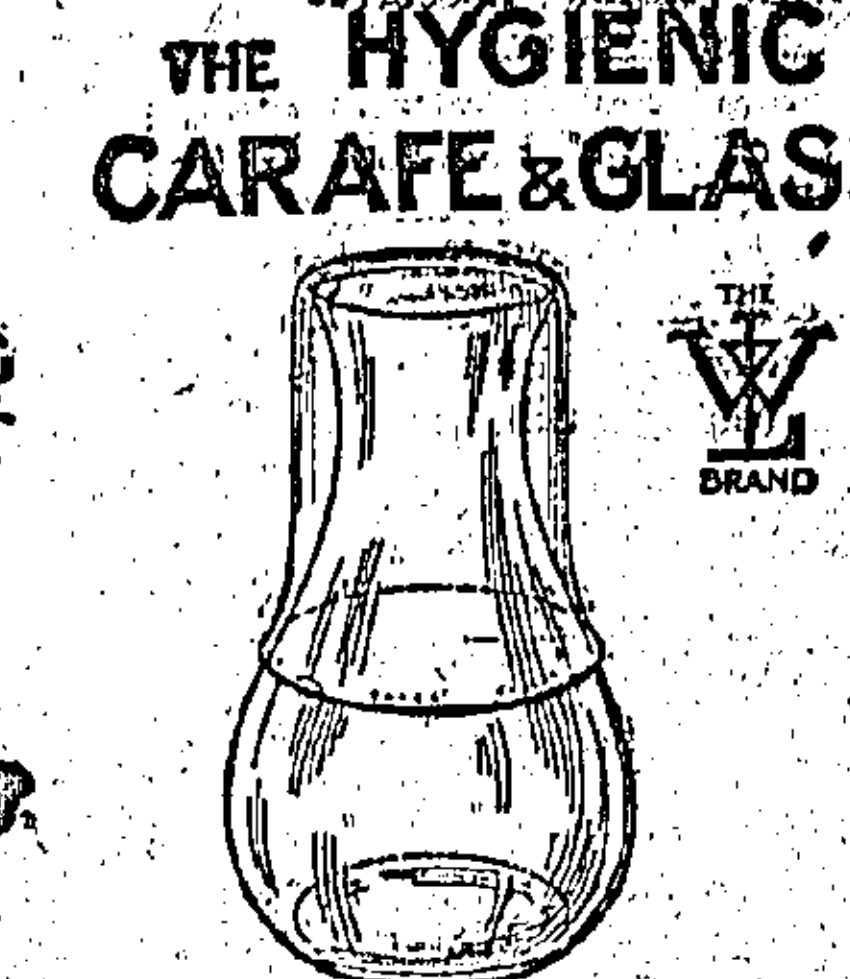
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"Wondervac" VACUUM FLASKS
Extraordinary Value. No matter where you are a "Wondervac" will do its work preserving for centuries or boiling a hot drink. Best in appearance and well finished.
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ONE OF WHITEAWAY'S STANDARD VALUES.
THE "MEDICO" LIGHT SANITARY TOILET PAPER
Packets of 100 sheets of toilet paper. Done up in strong cardboard cartons.
\$1.00 for 2 packets.



ONE OF WHITEAWAY'S STANDARD VALUES.
THE "ROMA" WHITE TURKISH BATH TOWEL
These towels are made of extra strong and heavy absorbent cotton. A towel we can thoroughly recommend with neat, rounded ends. All White. Size 48 by 22 inches.
\$1.00 each.



ONE OF WHITEAWAY'S STANDARD VALUES.
THE "HYGIENIC" CARAFE & GLASS
There is a keen demand for a "better than ordinary" bedroom bottle and glass that Whiteaway have sought and found one that will satisfy the most exacting.
STANDARD VALUE
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NESTLE'S CHOCOLATES

NEW YEAR GIFTS
ROLLS and PACKETSWOMAN'S
WORLD

CAILLER and KOHLER'S

NEW YEAR GIFTS
BONBONS

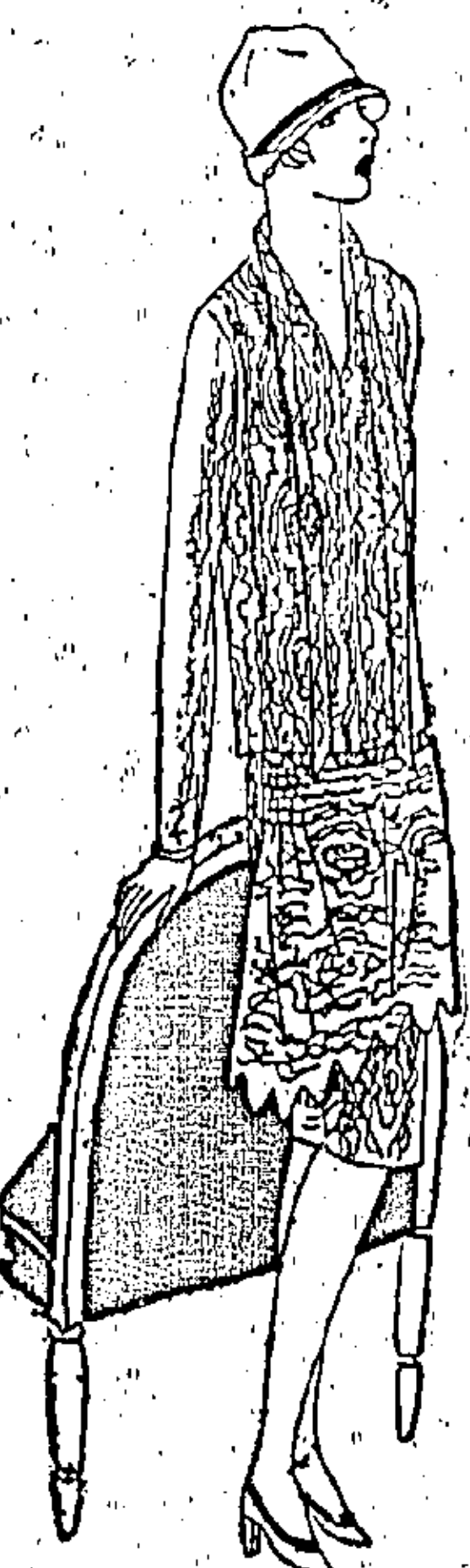
Left is a coat of brown wool, embroidered in shades of brown and tan, with collar and cuffs of beaver. Right is a *bois de rose* crepe frock with fringed skirt. The pump is of patent leather with straps of tan kid that cross in front with an ornament. The gloves are of beige leather with rabbit skin cuffs.

FASHIONS, FADS AND FANCIES.

White jewellery becomes more apparent as winter advances. At present crystals and rhinestones are popular for brooches, hair ornaments, earrings, bracelets and necklaces. Bracelets for evening made of alternating pearls and crystal beads with pendants of crystal drops are decidedly lovely.

Brighter Bedrooms.

The more unusual the scheme of one's bedroom, the more sure it is of being admired. Bedrooms are being decorated in vivid colours, as well as in soft, soothing tones.



The blouse back is a point that emphasises itself just now. This frock, developed in honna red silk moire, features this new back line. Also an apron effect that is shirred at the right hip. The apron hem becomes longer at the right and is scalloped.

Some daring housewives have mixed a plentiful supply of jade, including jade picture-frames, with bright rose walls. A most bizarre scheme, which came in for a good deal of comment recently, was seen in the house of a well-known Society hostess who has had the walls of her bedroom painted with a bright design, the hangings around the bed of scarlet and gold, and the curtains at the windows made of shiny, scarlet, mackintosh.

Dance Frocks.

Dance frocks with ostrich feather trimming are included among the smart frocks for youth. As a rule the feathers are confined to the skirt where strips of shaded ostrich are placed vertically at intervals. Often the skirt looks as though it were made entirely of feathers. There is no attempt to use contrasting-coloured feather trimming since the idea is to match the upper portion of the frock as nearly as possible.

Practical.

A toilet table which is as pretty as it is practical, is being shown in the furnishing department of a West End store. A long glass is placed between two low series of drawers, each supporting a small sidemirror. The portion, in front of the glass, stands just to knee-level, and here brushes and hand-mirrors are easily handled. To go with this table is a stool, which is very squat, and both are painted with China-blue enamel.

THIS WEEK'S RECIPE.

MARSHMALLOW TARTS.

Half cup chopped figs, half cup dates, quarter cup seedless raisins, quarter cup citron, eighth cup lemon peel, quarter cup blanched almonds, half cup sugar, one egg, one tablespoonful lemon juice, marshmallows.

Mix the fruit and nuts with sugar and beaten egg. Add the lemon juice and fill small tart tins with rich pastry. Put a spoonful of the fruit filling in each and top with a marshmallow. Bake in a hot oven until brown.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, Dec. 7. This week Margarita's drawing illustrates the continued vogue of the two-piece suit, which I venture to predict will be a permanent vogue, because somehow it just meets a long-left want. This attractive design consists of a pleated fine rep skirt in navy-blue, with a top of navy-blue and red spotted crepe de chine. The coat is of the same navy-blue rep, lined with red crepe de chine. This is a general scheme which, like all our fashions, can be adapted to individual preferences and requirements, and I am sure you will work the idea out to your entire satisfaction.

And now let me pass on to the delightful little garment which I know will be regarded with favour by all of you who are looking for a little petti-kicks pattern. The artist suggests either fine muslin veiling stitched with coloured silks, or, for those who want them not so warm, the ordinary middie-silk. You will see, upon close inspection, that the little garment has been designed with a view to practicality. I make no apology for depriving you of a style in favour of your offspring, because I find that whenever I touch upon the kiddies the suggestions are received with enthusiasm which is most gratifying to your humble servant.

Lady Ashfield (wife of Lord Ashfield who is the head of one of our great transport combines) was in a very enthusiastic frame of mind last week owing to the tremendous success of a ball which she had organised on behalf of an Infants' Hospital of which Princess Mary is the President. This is a very fortunate hospital, inasmuch as the ball consisted of about 800 guests each of whom paid two guineas for a ticket, and in some cases as much as five guineas. It was held at our famous Kit-Kat Club and was a most brilliant affair. Our Lady Mayoresse of London has weighed in with a seasonable and popular appeal for no less than 20,000 tops for the poor little inhabitants of the lesser-known small hospitals and infirmaries throughout the Metropolis, and I don't think she

will have much difficulty in achieving her object. In fact, so popular and altogether charming is the Lady Mayoresse, that I should think she would have little difficulty in getting anything she set out for. She may be said to come in the category of "Splendid Beggar"—a distinction shared with H.R.H. the Prince of Wales!

Is That So?

This week our caricaturist has drawn Sir Thomas Beecham who,



to quote a phrase made famous during the War, knows of a "better ole," and is being recommended politely by most people who have heard his view upon this country to "go to it!"

The "better ole" in Sir Thomas's case is the Land of Promise—America. You have probably all read how he stood up and told a batch of English newspaper reporters that we were a nation incapable of appreciating anything but wireless and entirely unworthy of the presence in our midst of musical geniuses and brilliant conductors like himself. One cannot perhaps help feeling a bit sorry for Sir Thomas, because he has tried to do a great deal for opera and once nearly ruined himself in the process, I believe; but I can't imagine why he did not adopt the view that a country gets the music it deserves, and just pop over to America without embarking upon a kind of back-chat argument in

which he was bound to come off second-best. A small quantity of that commodity called "woman's wit" would have helped him, I'm thinking!

The Street Of Adventure.

This week I shall have considerable difficulty in selection books to recommend to you, simply because at this season of the year, it is books, books, and still more books.

For lovers of Eden Philpotts' work—and they are legion—there is a new West Country story, light, humorous and fascinating, called "A Cornish Doll." Mr. Philpotts' growing reputation as a successful playwright has not in any way acted as a check upon his output of novels which is as prolific as ever. "A Cornish Doll" is published by Hutchinsons.

Another popular masculine writer, Horace Annesley Vachell, of "Quinn's" fame, has just published, under the auspices of the same house, a new novel called "A Woman in Exile"; a story which deals with an Anglo-American marriage and is very engrossing, being as readable as all Vachell's books.

Mrs. C.N. Williamson offers us a fascinating study of the life of a film star who fights her way into prominence from a poverty-stricken home. It is published by Mills & Boon and called "Publicity for Anne." For those who like romance, treacle, and everything to end up happily, to say nothing of a fascinating tale well told, this is the book.

No one who has read a Somerset Maugham story ever wants to miss his next, and the latest from his pen, "The Casuarina Tree," published by Heinemann, is a great achievement in the art of story telling.

Most of us have become acquainted with the work of that brilliant "woman" writer, "Edna Ferber" through the magazines. Heinemanns have published one of her books called the "Show Boat" which everyone who likes forceful and realistic writing will read and read again.

BEAUTY WITH A COLD.

THE "NIGHT OF THE PARTY" TRAGEDY.

There is nothing more unromantic and few things more detrimental to beauty than a common or garden cold, especially, at this time of year when dances and parties call for one to appear charming and beautiful.

A red and shiny nose, watery eyes, and often roughened lips, are but a few of its many unpleasant symptoms.

To remove the redness and often soreness of the nose, a little cold cream and some calamine lotion (which any chemist will supply) are necessary. Don't be tempted to apply glycerine to allay the soreness, for this will make the nose appear redder. Apply a tiny scrap of cold cream gently round the nostrils and the cartilage between them. Leave for a few seconds, then wipe off very gently and mop the calamine lotion over the nose. Allow to dry, then powder.

To strengthen the eyes and cure the "watery" look, give a warm boric bath. This must be given in a warm room, and at least twenty minutes allowed to elapse before going into a colder atmosphere.

Boric lotion is quite easily made. Put a good pinch of boric acid powder into a small glass of warm water. Allow to dissolve, then fill an eye-cup with the lotion and apply to the eyes, treating first one, then the other, and using fresh lotion for each eye.



A pretty and practical design for a little girl.

LONDON FASHIONS.

GAITERS AND SHOES.

Long gaiters, made of West of England cloth or box-cloth, now supplement the inadequacy of short skirts and silk stockings in cold weather.

When skirts are very short neatness demands that long gaiters should be made of the same materials as suits. The gaiter will then come over the knee and will be so shaped at the top as to allow of easy movement. Gaiters are like gloves in that they must be put on carefully at first so as not to wrinkle; once wrinkled they cease to be neat.

The so-called Gibson shoe, the neat tie-shoe, which is low cut with two eyeholes, has reappeared in the new rosewood tones, in dyed python, and glaze kid, or in all glaze. Reptile shoes are often worn with winter suits and fur coats, and there are Oxford shoes of crocodile skin, though crocodile is the least trustworthy of reptile skins, since the scale have a way of coming off. Seal seems to be preferred to glaze, and there are some neat navy seal afternoon shoes of court shape with fancy glaze collars; seal also looks well in wine and red and in deep rosewood colours. Heavy shoes are now dark rather than yellow or brown, and a good many are of nigger-brown. Black patent leather is not so fashionable as it was; most shoes are now more coloured.

For the evening and the afternoon there are velvet shoes. For the evening they are made to



A dance dress for the debutante is expressed in "sunset" chiffon taffetas, the full pannier-like skirt opening over a frilly petticoat of lace dyed to match.

NOTES FROM FASHION SALONS.

Evening stockings with real gold thread combined with the silk are among the new footnotes. These metallic stockings are most showy and flattering when worn with the gold or silver gown.

Fur and tulle are combined in certain very smart evening gowns—monkey fur being especially desirable.

A gorgeous dinner ring is made of alternating rows of diamonds and emeralds.

An unusually lovely evening coat is made of periwinkle blue velvet lined with apricot satin and bound with gold braid. Instead of a fur collar it has a wide scarf effect of the velvet.

Chiffon and lace are a very wearable combination for evening, particularly when both are dyed in pastel shades.

Large chiffon roses, with trail-

ing stems are liked for shoulder decorations on chiffon evening gowns.

Pink muslin is used to trim a dinner gown of black panne velvet—but it is a French creation, and handled in a most knowing manner.

Flowers in organdie and georgette crepe in pastel colours are used on lingerie and negligees.

Bracelets, necklaces and even earrings made of ebony are shown in Paris—they are a part of the craze for black this season.

Gold and silver braid are woven into lace-like patterns and are used to edge evening and dinner gowns. They give a particularly interesting hemline on velvet.

A French importation has a bodice of white chiffon embroidered in sequins, and a skirt of tiered white ostrich fringe.

THE DOLL CRAZE.

STILL CONTINUES.

The vogue for dolls on cushions, bags, and book-marks, or just for ornament, still continues. Historical characters and heroes and heroines of modern plays figure in those made by one woman who specializes in this work.

"Madame Pompadour" in a gown of gold satin makes an attractive cushion. Her arms are outstretched, her feet appearing beneath her bouffant frock and her little hands are stuffed with down, so that they are soft to lean upon.

"Marie Antoinette," on another cushion, with her high coiffure made of white silk, wears a tiny wreath of pearls and a pearl necklace and carries a fan of real feathers!

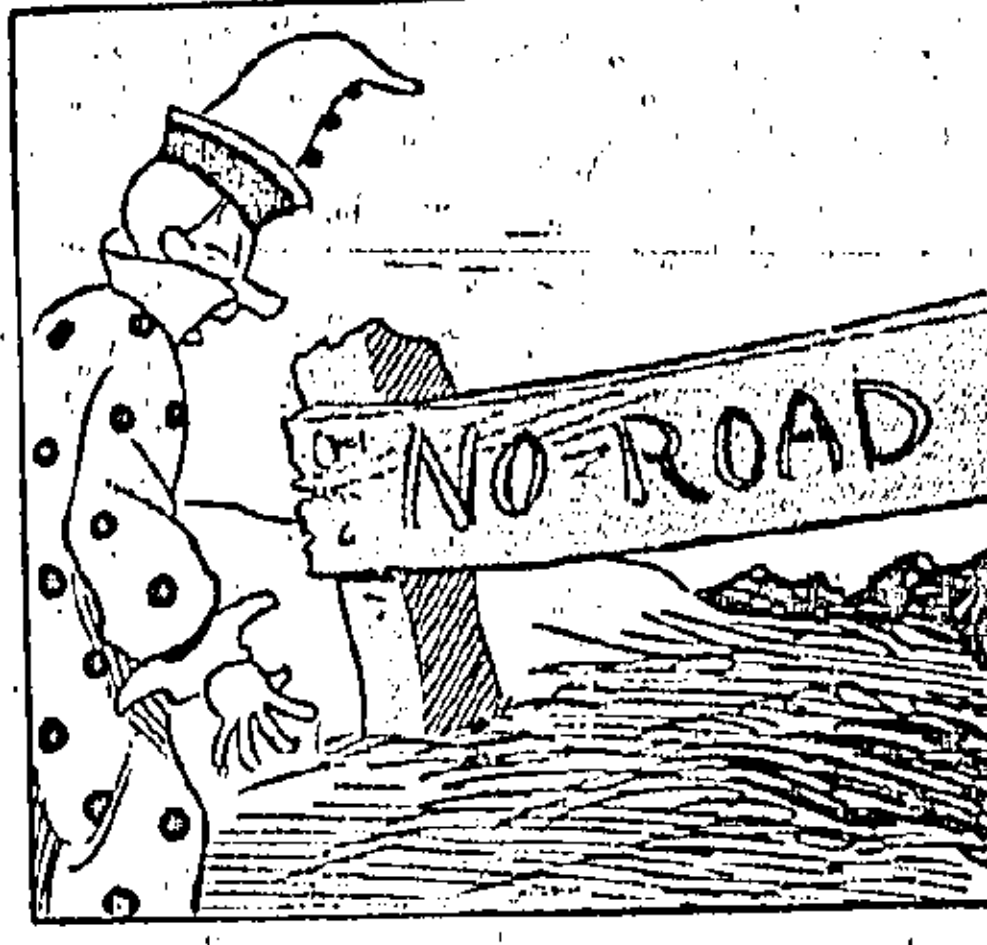
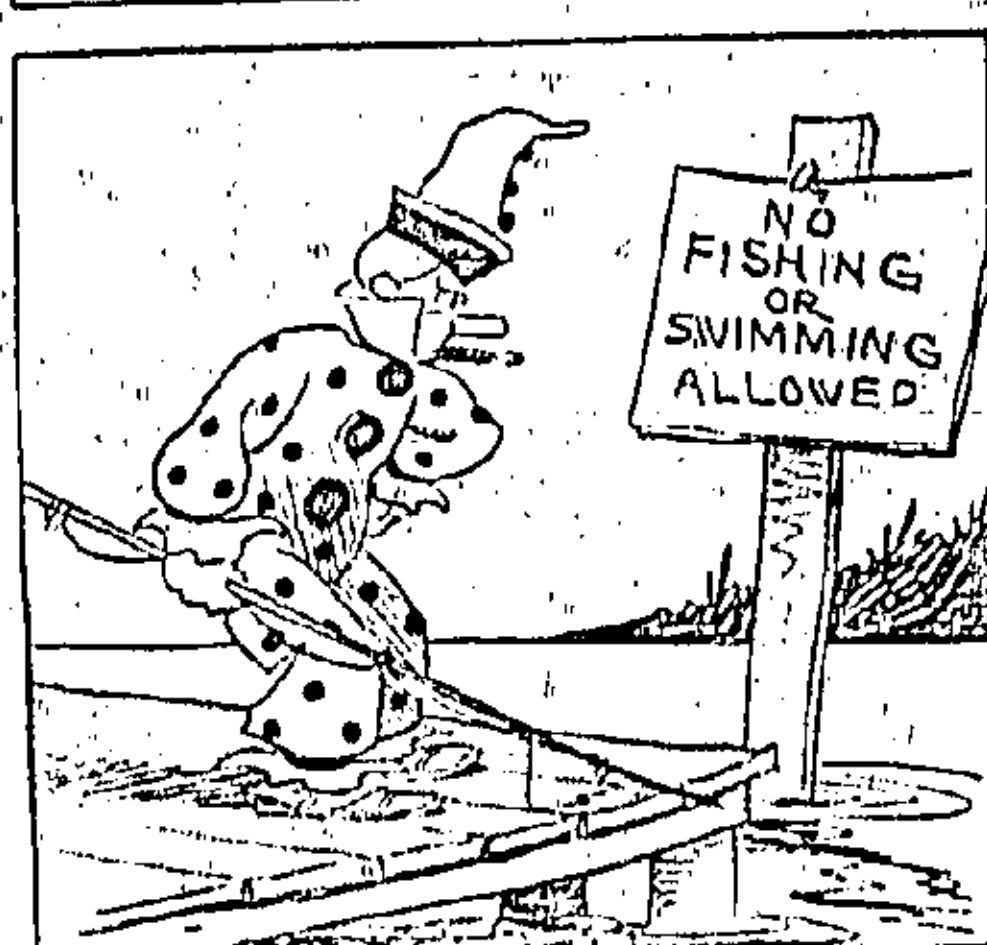
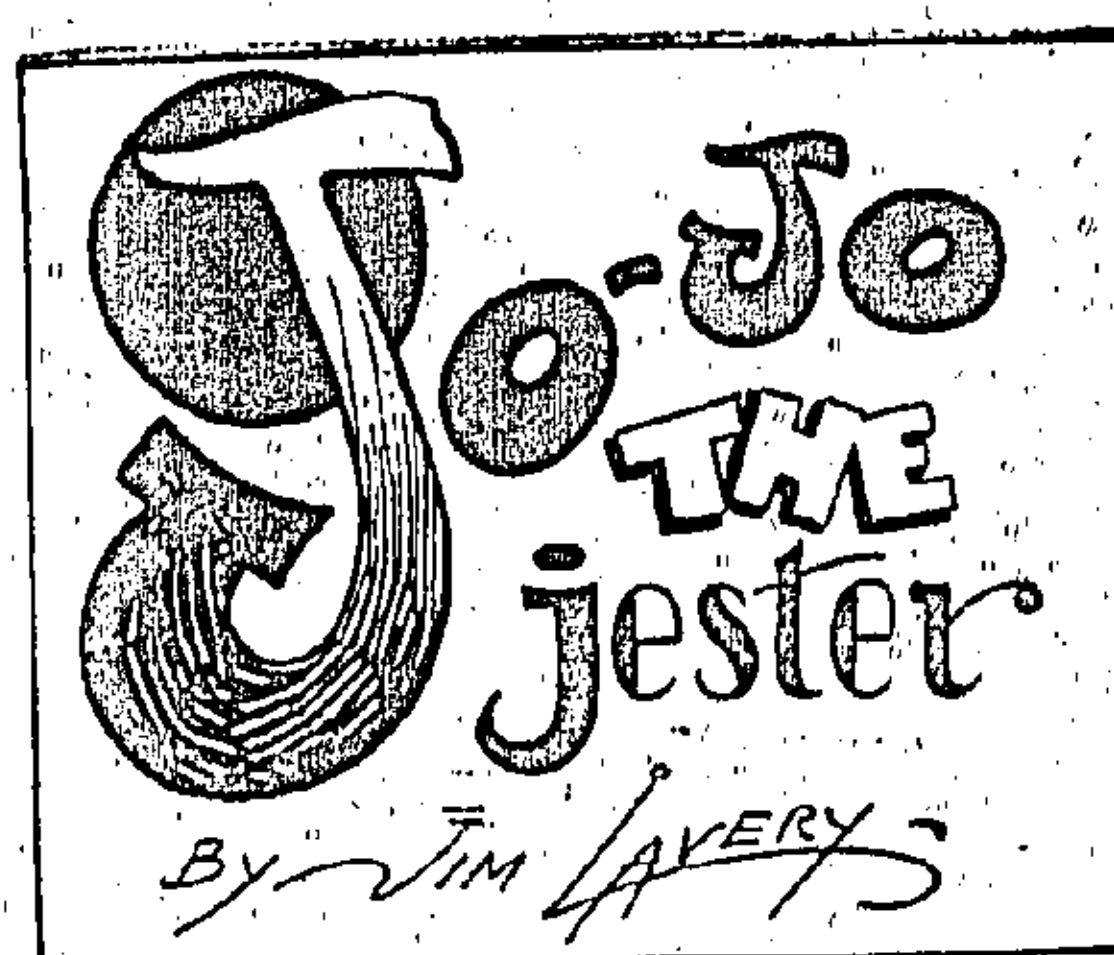
Evening handbags are formed by the skirts of small silk dolls, which include models of Tondeloyo, from "White Cargo," Mr. Wu, and the Snow Queen.

"Tondeloyo" is a great favourite, said the maker. "Her hair is made of real Persian lamb, and the Snow Queen's white coiffure is of ermine."

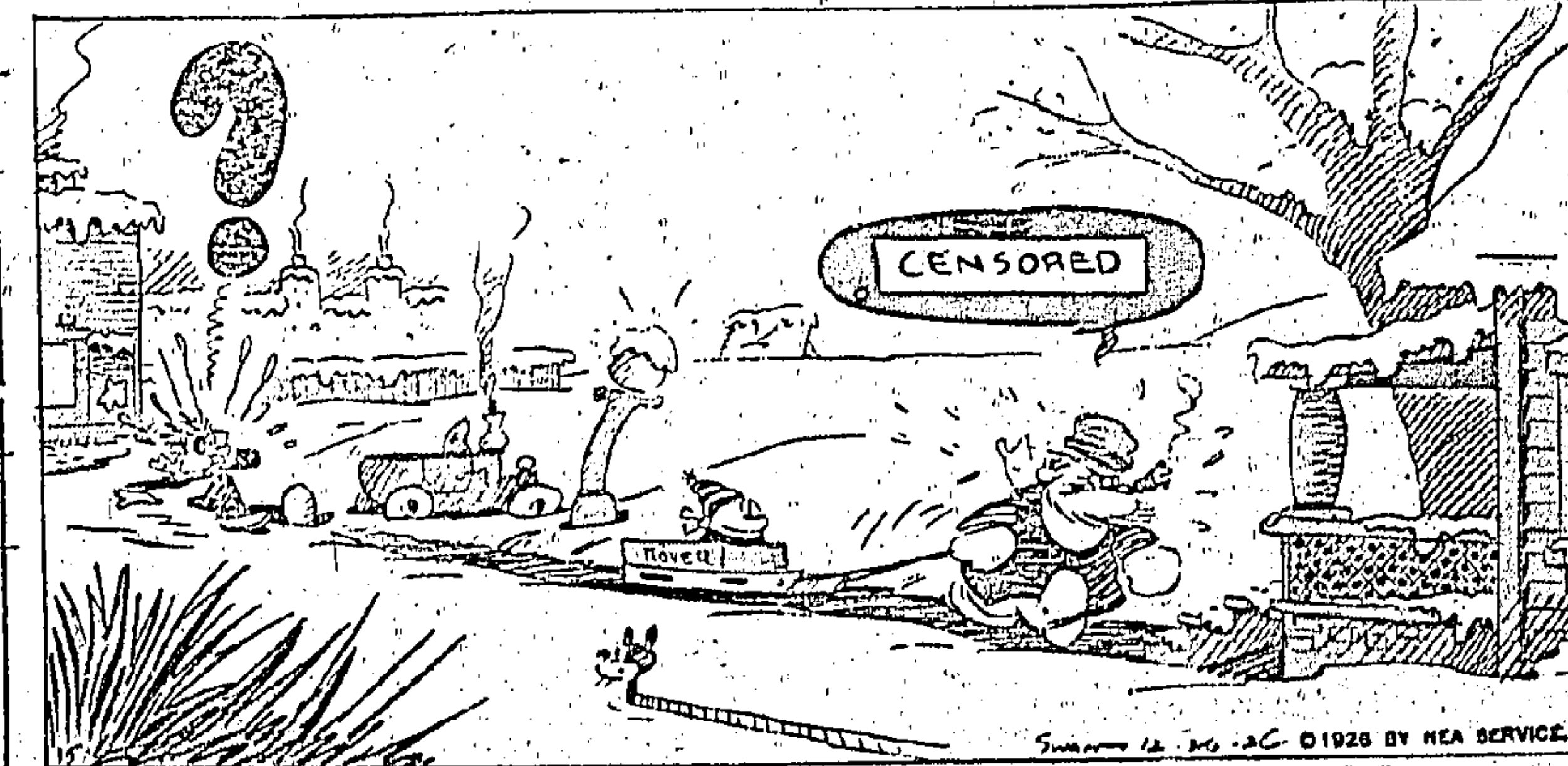
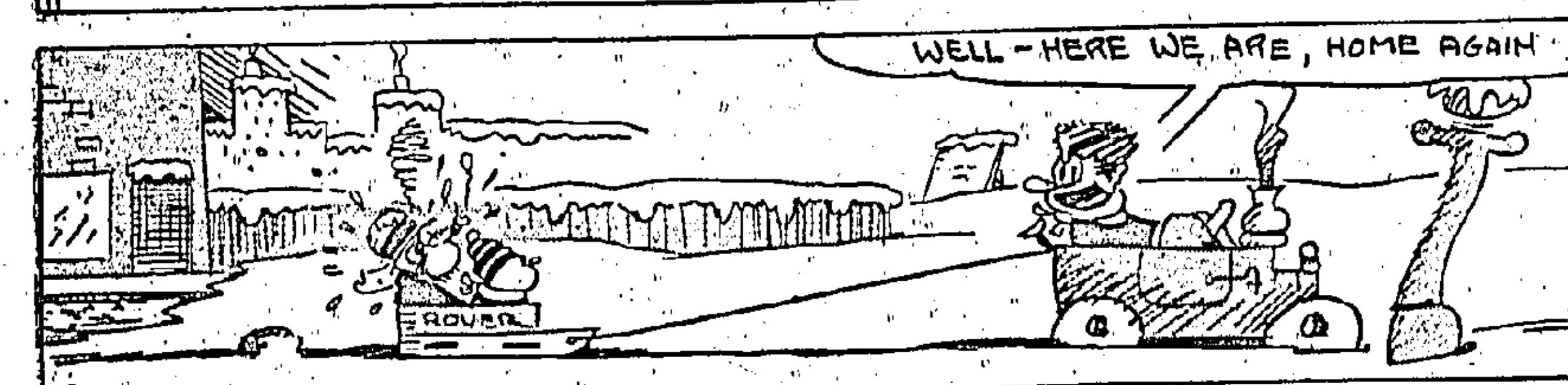
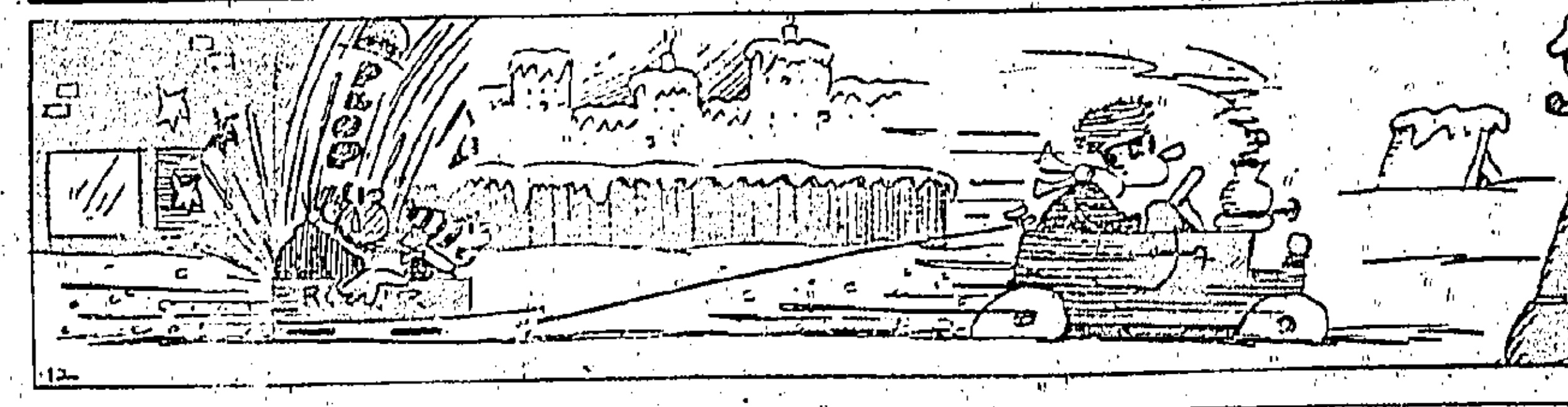
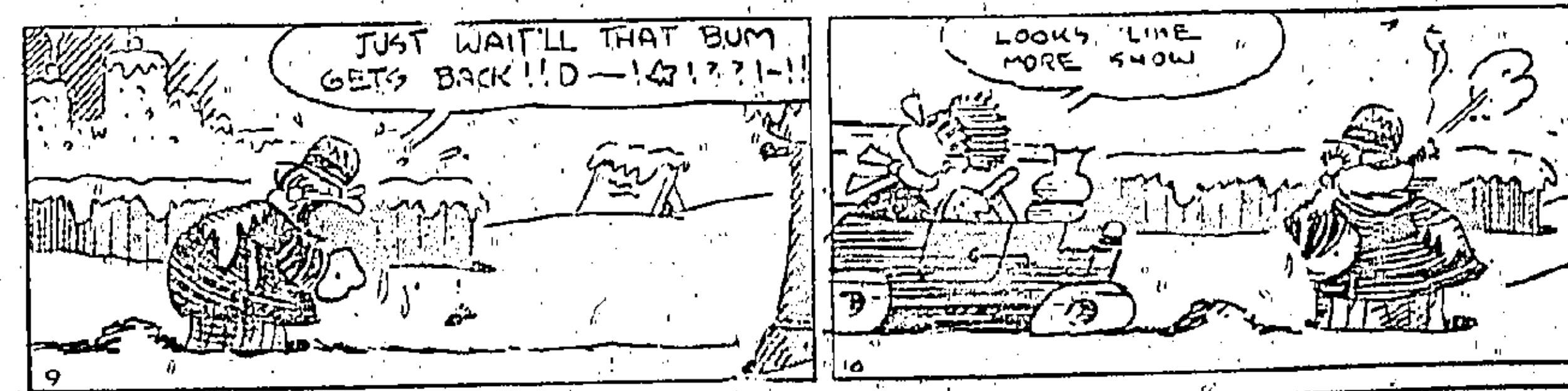
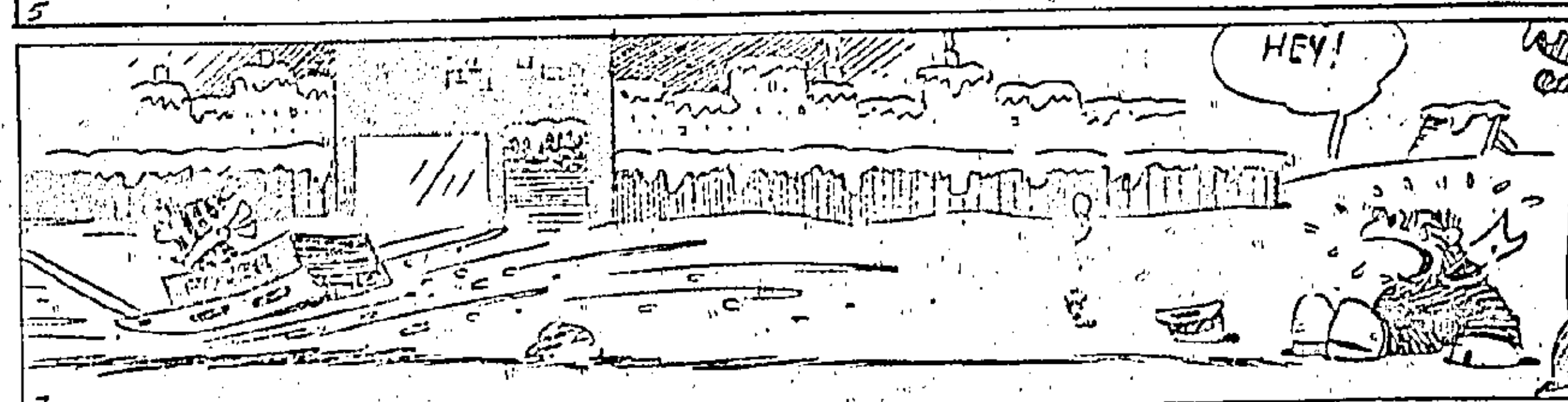
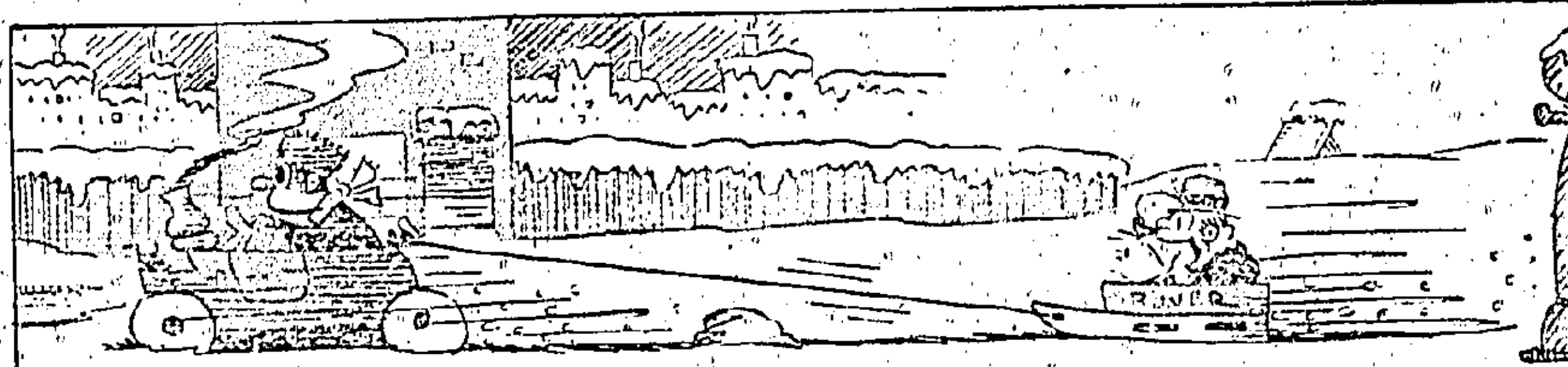
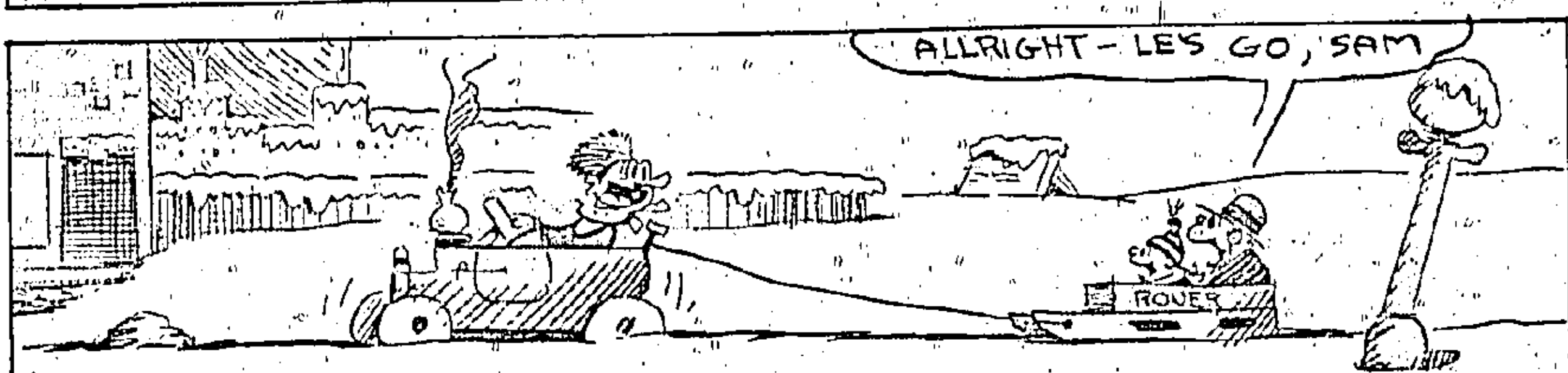
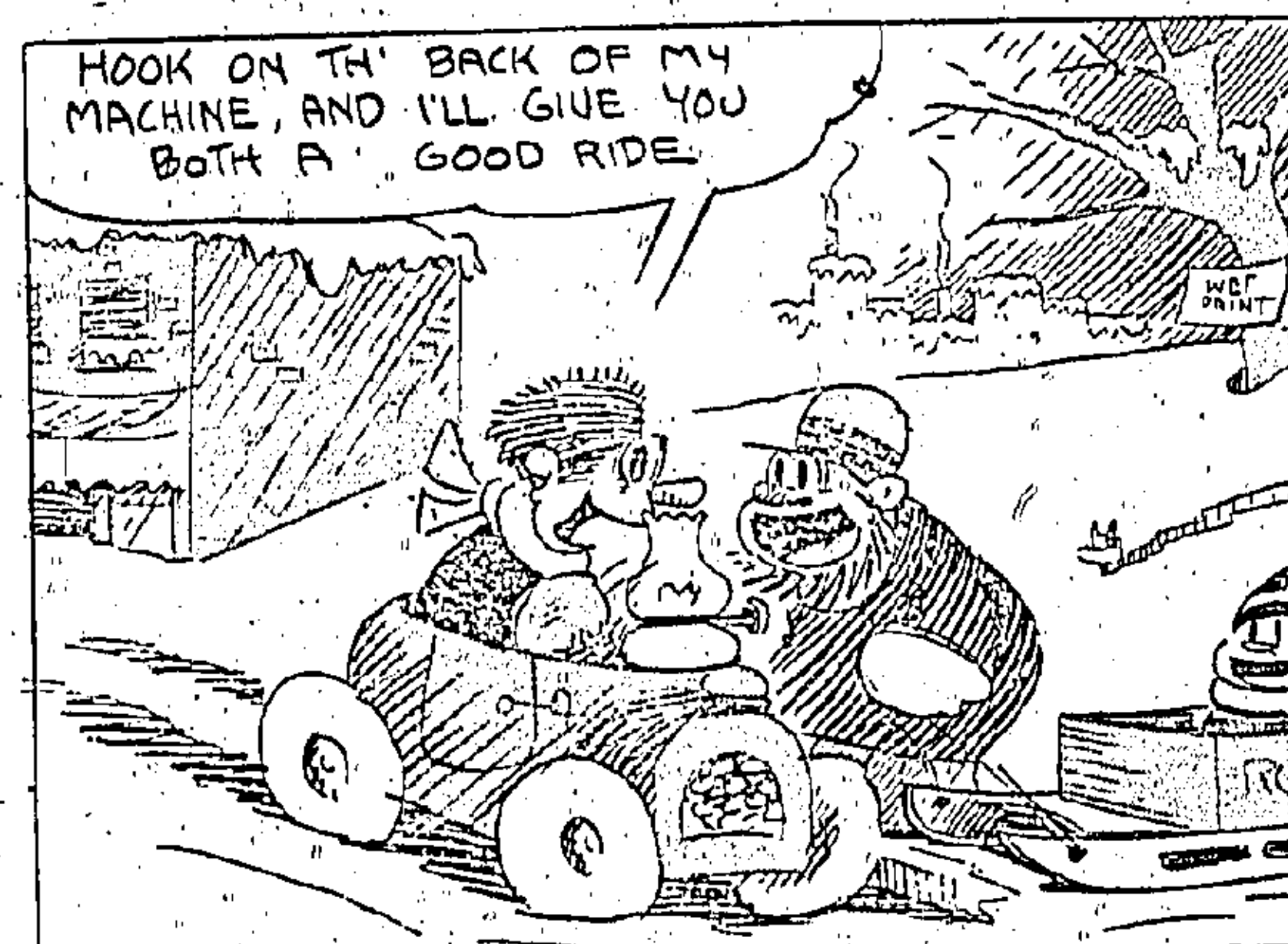
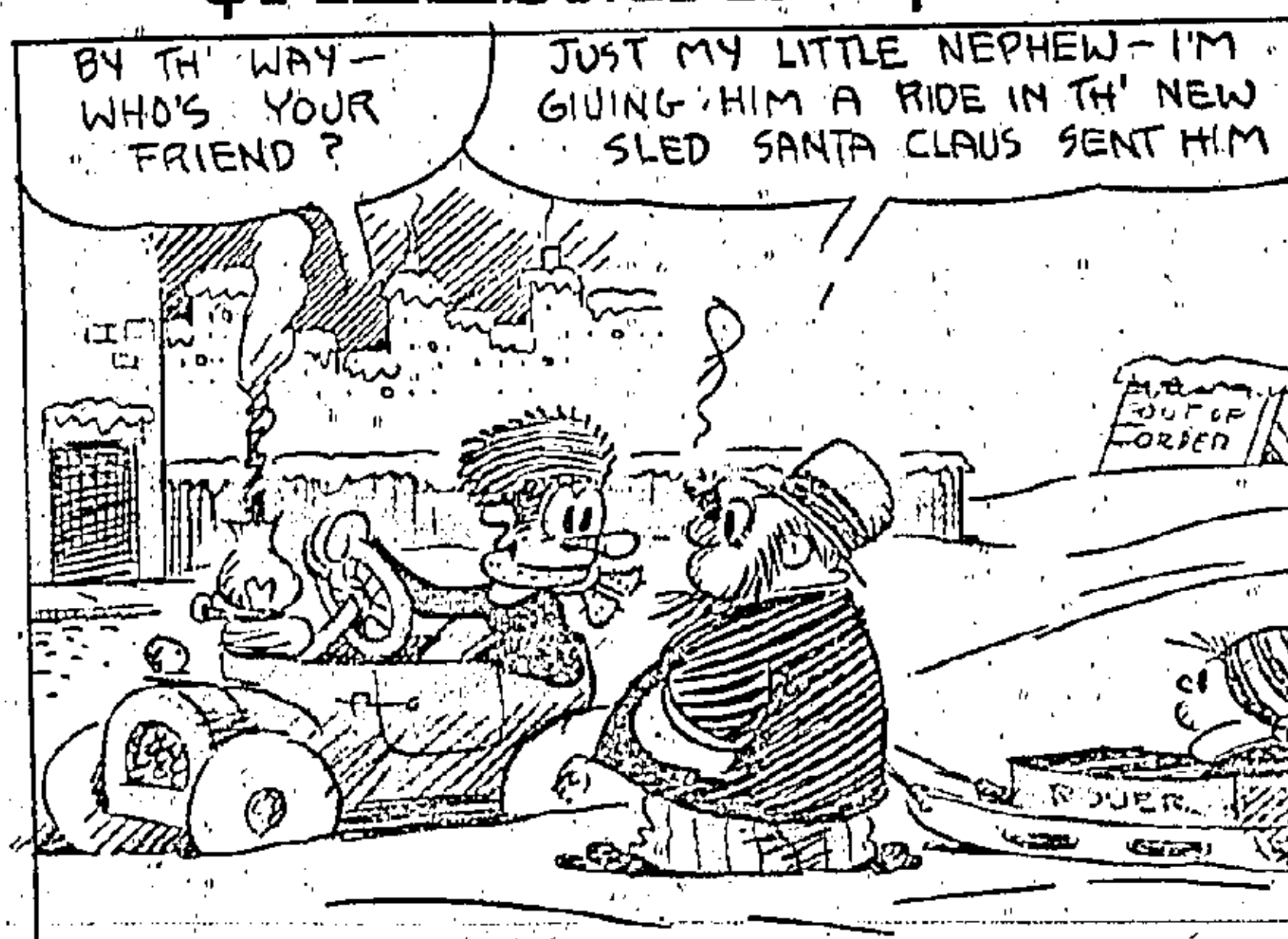
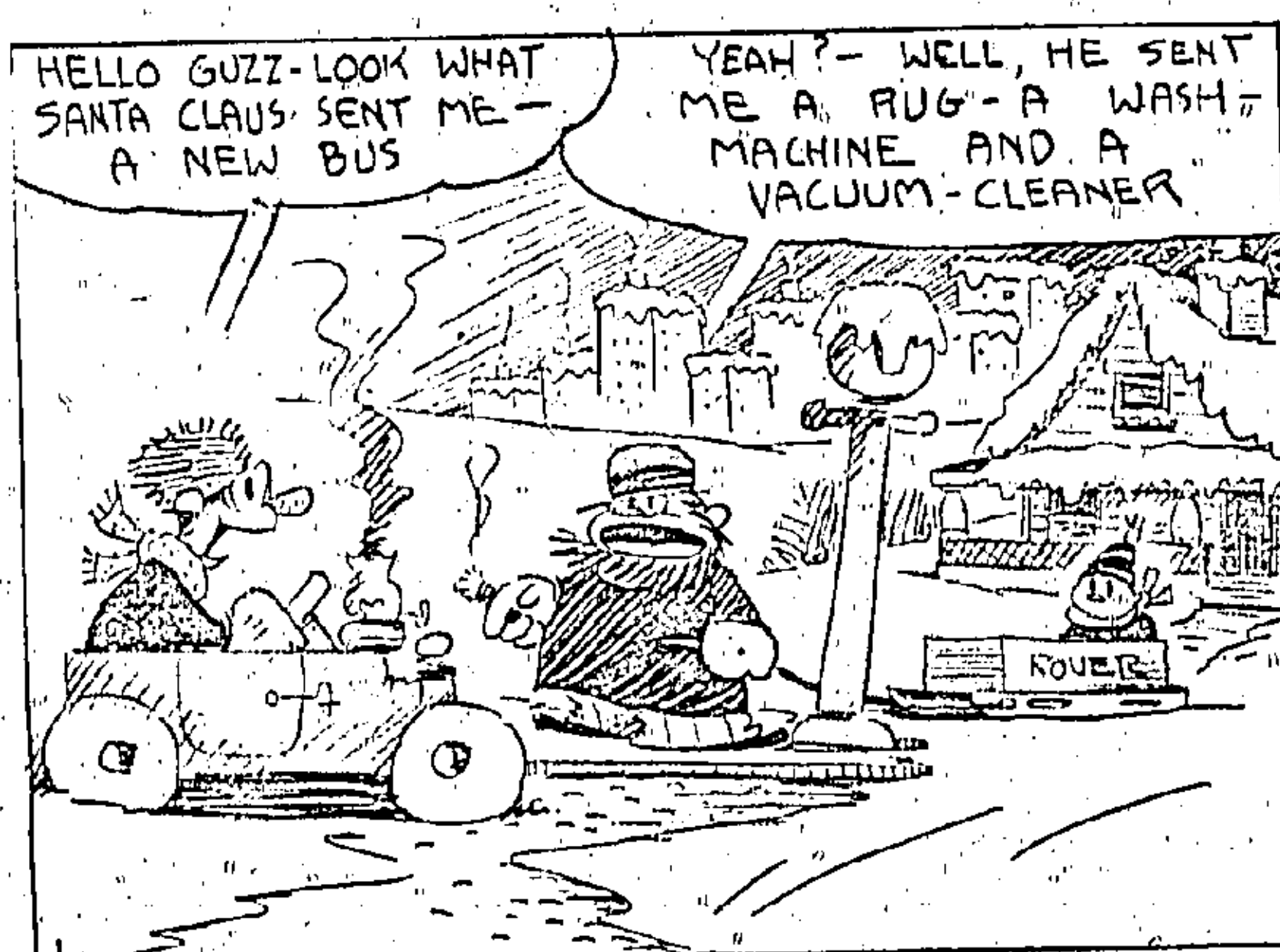
Two boudoir dolls represent a Chinese bride and bridegroom. Their costumes are exact replicas of those worn at a Chinese wedding which the maker attended when travelling in the East.

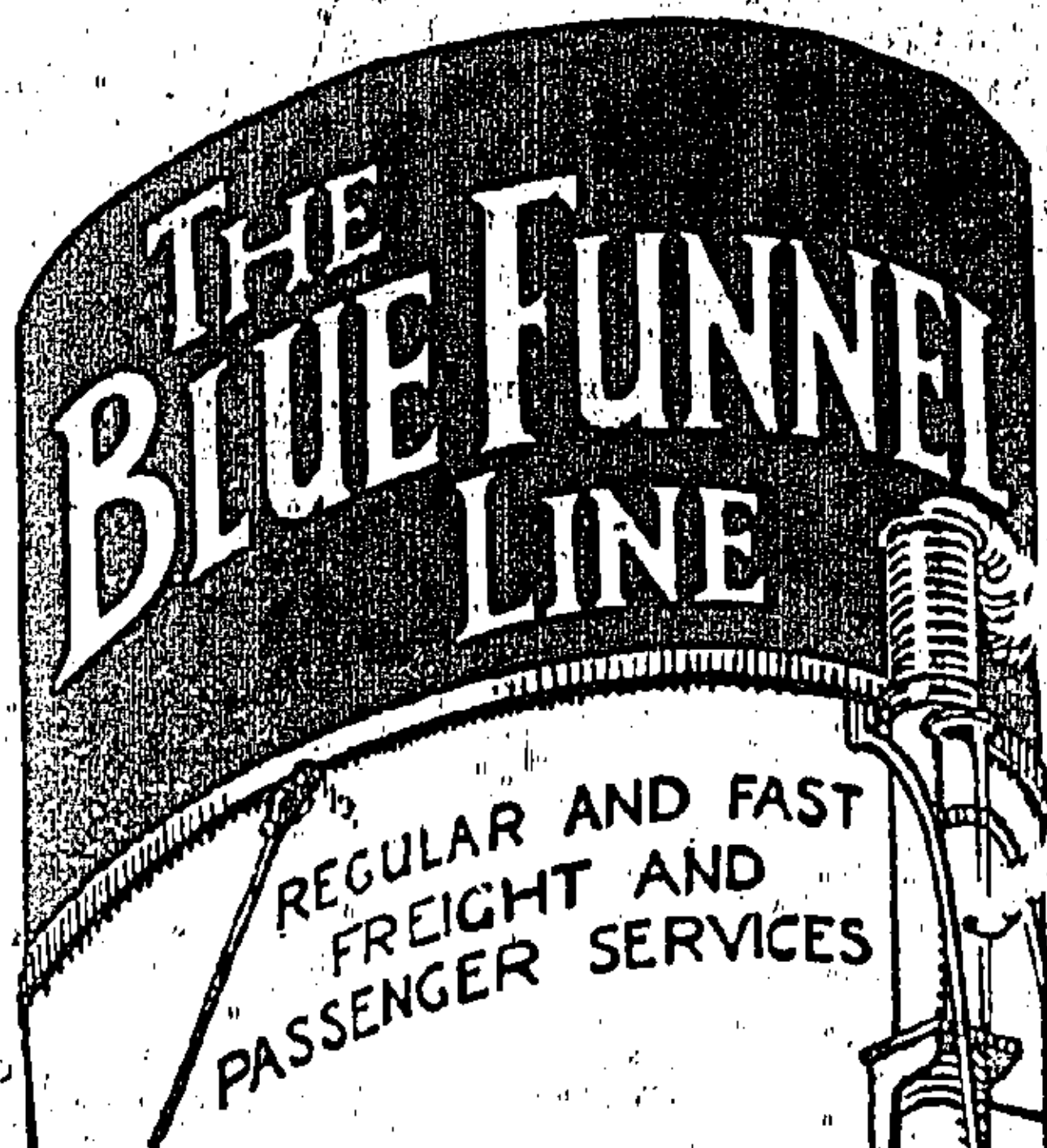


An attractive two piece costume, described by Joan.



SALESMAN SAM





LONDON SERVICE

"AGAPENOR" 25th Jan. Marseilles, London, R. dam & H'burg
 "SARPEDON" 9th Feb. Marseilles, London, R. dam & Glasgow
 "DEMOGOCUS" 22nd Feb. Marseilles, London, R. dam & H'burg
 "PATROCLUS" 9th Mar. Marseilles, London, R. dam & Glasgow

LIVERPOOL SERVICE

"DOLIOS" 20th Jan. Genua, Havre, Liverpool & Glasgow
 "DEUCALION" 20th Feb. Genua, Havre, Liverpool & Glasgow
 "MEDON" 20th Mar. Genua, Havre & Liverpool
 "PHILOCTETES" 25th Mar. Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KORE & YOKOHAMA
 "TYNDAROS" 20th Jan. Victoria, Vancouver & Seattle
 "PROTEUS" 20th Feb. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"CYCLOPS" 25th Jan. New York, Boston & Baltimore
 "TELEUS" 25th Feb. New York, Boston & Baltimore

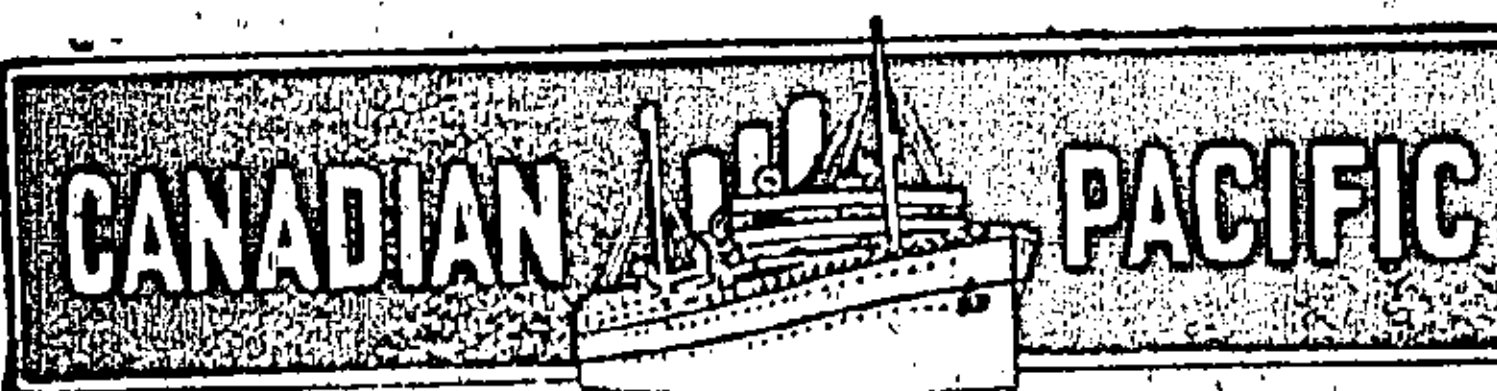
PASSENGER SERVICE

"SARPEDON" 9th Feb. Singapore, Marseilles & London
 "PATROCLUS" 9th Mar. Singapore, Marseilles & London
 "ANTENOR" 6th April. Singapore, Marseilles & London
 "HECTOR" 4th May. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to—

Butterfield & Swire,
 Agents



QUICKEST TIME ACROSS THE PACIFIC TO VICTORIA & VANCOUVER.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF CANADA	Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPEROR OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPEROR OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPEROR OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPEROR OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 29

CONNECTING SAILINGS TO LIVERPOOL.
 MONTAIGN February 19 MONTCLAIR April 23
 MONTAIGN March 12 MONTCLAIR May 13
 MONTAIGN April 2 MONTCLAIR June 3
 Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

BOOKINGS NOW OPEN.
 EARLY APPLICATION FOR SPACE IS ADVISABLE.

SPECIAL FARES TO EUROPE
 £120 £112 £83

HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
Jan. 15	Jan. 17	EMPRESS OF RUSSIA	Jan. 17

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "CANPAC"
 Freight and Express: Tel. C.42 Cables: "NAUTILUS"

INDO-CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

S'PORE, Penang & Calcutta	Yuen-sang	Satur. 15th Jan at noon.
CANTON	Kwai-sang	Sun. 16th Jan at 7 a.m.
TSINGTAU Swatow & S'hai	Hopsang	Sun. 16th Jan at 7 a.m.
HAIPHONG via Hoihow	Mingsang	Sun. 16th Jan at 8 a.m.
SANDAKAN	Hinsang	Thurs. 17th Feb at 2 p.m.
TSINGTAU Swatow S'hai	Hangsang	Tues. 18th Jan at 7 a.m.
OSAKA via Moji & Kobe	Kutsang	Thurs. 20th Jan at 7 a.m.
TSINGTAU Swatow & S'hai	Yatsang	Sun. 23rd Jan at 7 a.m.
OSAKA via Moji & Kobe	Suisang	Tues. 25th Jan at 7 a.m.
TSINGTAU Swatow & S'hai	Poohsang	Wed. 26th Jan at 7 a.m.
STRAITS & Calcutta	Kimsang	Mon. 31st Jan at 1 p.m.
SANDAKAN	Mausang	Wed. 2nd Feb at 3 p.m.
STRAITS & Calcutta	Pooksang	Wed. 2nd Feb at 3 p.m.
OSAKA via Moji & Kobe	Leisang	Fri. 11th Feb at 7 a.m.

For freight or passage apply to—

JARDINE, MATHESON & CO., LTD.

Telephone 215. Central General Managers

Joint Service of the
Dollar Steamship Line
 AND
American Mail Line

Announcement

"AMERICAN MAIL LINE" has been adopted as the trade name of the Admiral Oriental Line, and will be used in connection with the Joint Service to be inaugurated, effective February 1st, by the Dollar Steamship Line and American Mail Line "PRESIDENT LINERS."

The new name is most appropriate as the "PRESIDENT LINERS" have maintained a fast and dependable schedule between Seattle and the Orient, carrying the great bulk of American Mail.

We respectfully request our patrons when addressing us in reference to Passenger and Freight bookings on Admiral Oriental Line steamers to refer to same as "AMERICAN LINE "PRESIDENT LINERS."

THE ROBERT DOLLAR CO.
 General Agents.

DOLLAR STEAMSHIP LINE
 AND
AMERICAN MAIL LINE
 (Admiral Oriental Line)

THE "PRESIDENT LINERS"
JOINT TRANS-PACIFIC SERVICE
 A Regular Weekly Sailing
TO SAN FRANCISCO OR SEATTLE.

Effective March 1st, the S.S. President Jefferson will sail from Hongkong to San Francisco, and on March 9th the S.S. President Lincoln will sail for Seattle. Thereafter, a "PRESIDENT LINER" will sail every week on alternate Tuesdays to San Francisco and alternate Wednesdays to Seattle.

Interchangeable Tickets, good on all "PRESIDENT LINERS," with liberal stop-over privileges, insure the most convenient method and the best service for travel between Oriental Ports.

**TO SAN FRANCISCO VIA HONOLULU, SHANGHAI,
 KOBE AND YOKOHAMA.**
"THE SUNSHINE BELT"

PRESIDENT CLEVELAND	Sunday Jan. 16th 10.00 a.m.
PRESIDENT PIERCE	Sunday Jan. 30th 10.00 a.m.
PRESIDENT TAFT	Sunday Feb. 13th 10.00 a.m.
PRESIDENT JEFFERSON	Tuesday Mar. 1st 10.00 a.m.
PRESIDENT GRANT	Tuesday Mar. 15th 10.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

**TO SEATTLE AND VICTORIA VIA SHANGHAI,
 KOBE AND YOKOHAMA.**
"THE FAST SHORT ROUTE"

PRESIDENT MADISON	Sunday Jan. 23rd 5.00 p.m.
PRESIDENT JACKSON	Friday Feb. 4th 5.00 p.m.
PRESIDENT McKINLEY	Wednesday Feb. 16th 5.00 p.m.
PRESIDENT LINCOLN	Wednesday Mar. 9th 5.00 p.m.
PRESIDENT CLEVELAND	Wednesday Mar. 23rd 5.00 p.m.

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

**VIA MANILA, STRAITS, COLOMBO, SUEZ—
 PORT SAID, ALEXANDRIA—NAPLES—
 GENOA—MARSEILLES.**

Thence to BOSTON AND NEW YORK.

PRESIDENT GARFIELD	Tuesday Jan. 18th 8.00 a.m.
PRESIDENT HARRISON	Tuesday Feb. 1st 6.00 a.m.
PRESIDENT MONROE	Tuesday Feb. 15th 8.00 a.m.
PRESIDENT WILSON	Tuesday Mar. 1st 6.00 a.m.
PRESIDENT VAN BUREN	Tuesday Mar. 15th 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT MADISON	Jan. 15th 5.00 p.m.
PRESIDENT GARFIELD	Jan. 18th 8.00 a.m.
PRESIDENT PIERCE	Jan. 21st 3.00 p.m.
PRESIDENT JACKSON	Jan. 27th 5.00 p.m.
PRESIDENT HARRISON	Feb. 1st 6.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.
 GENERAL AGENTS.
 HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
 Telephone Central 2477, 2478 & 765.

E. HING & CO.
 SHIPBUILDING MATERIALS SHIP CHANDLERS
 HARDWARE MERCHANTS.
 PHONE CENTRAL No. 1116. {Wing Woo Street
 TEL. 52 Central

BANK LINE LTD.
 AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.
 SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE
UNITED KINGDOM & CONTINENT **ELLERMAN LINE**

Passenger Service.

S.S. "CITY OF LAHORE" ... London, Havre, Rotterdam & H'burg ... 12th February.
 FARES to LONDON: 1st Class £72, Second Class £40 10s.
 S.S. "CITY OF CALCUTTA" ... Marseilles, London, Havre & H'burg ... 20th March.
 FARES: First Class to MARSEILLES £60, to LONDON £72.
 Second Class to MARSEILLES £47, to LONDON £49 10s.

AUSTRALIA

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE **AMERICAN AND MANCHURIAN LINE**

S.S. "CITY OF BRISTOL" ... via Suez Canal ... 11th March.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & HAVANA **AMERICAN & ORIENTAL LINE**

M.V. "WEIRBANK" ... via Suez Canal ... 30th January.
 M.V. "LARCHBANK" ... via Suez Canal ... 30th March.

MAURITIUS & SOUTH AFRICA **ORIENTAL AFRICAN LINE**

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chindo, Inhambane, Zanzibar, Moabassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone.....Central 4701. **THE BANK LINE, LTD.**

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 767 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 IN.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

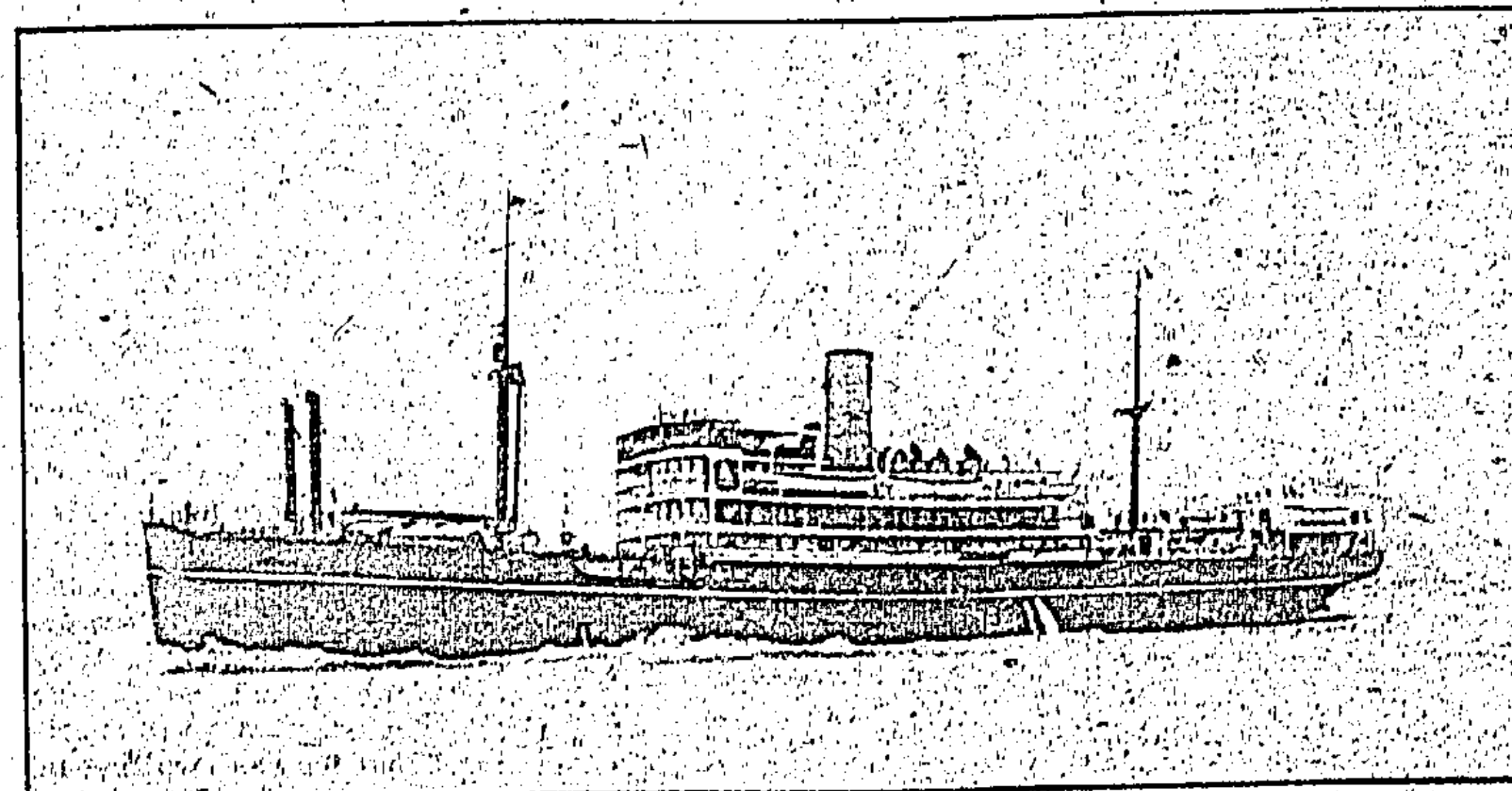
TEL. ADDRESS—"TAIKOODOCK" HONGKONG. **BUTTERFIELD & SWIRE, Agents**
 TELEPHONE No. 212. **HONGKONG, CHINA & JAPAN.**
 CALL FLAG: "C" OVER "ANS. PENNANT."

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Code Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
 Western Union and Watkins, Benson's Marconi.

Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and
 Brass Founders, Forge Masters, Electricians.



S. S. "CHANGTE"

Passenger and Cargo Vessel, Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK CO., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd.
 Australian-Hongkong Service.

Please address enquiries to the Chief Manager—

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
KASHMIR	9,005	22 Jan. noon	M'los, L'don A'werp & Hull
DEVANHA	8,155	1st Feb.	S'pore, P'ang C'bo & B'bay
MOREA	10,918	5th Feb.	Marseilles & London
DELTA	8,097	18th Feb.	S'pore P'ang C'bo & B'bay
KALYAN	9,144	19th Feb.	Marseilles London A'werp & Hull
NELLORE	6,853	2nd Mar.	S'pore P'ang C'bo & B'bay
MANTUA	10,902	5th Mar.	Marseilles & London
KASHGAR	9,005	12th Mar.	M'los, L'don & A'werp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	4th Jan.	S'pore, Penang & Calcutta
TELAVA	10,000	1st Feb.	S'pore, Penang & Calcutta
TALAMDA	8,500	7th Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	28th Jan.	(Manila, Sandakan, Thure)
TANDA	6,956	4th March.	Island, Townsville, B'hane
ST. ALBANS	4,500	1st April.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Tientsin, Cebu, Kalambugan, Tawao, Timor, Darwin, or other ports en route as indicated on offers.
Frequent connections from Australia with the following:
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KASHGAR	9,005	21st Jan.	Shanghai, Moji & Kobe
DELTA	8,097	21st Jan.	Shanghai, Moji & Kobe
TALMA	10,000	27th Jan.	Moji & Kobe
MANTUA	10,902	4th Feb.	Shanghai, Moji & Kobe
NELLORE	6,853	5th Feb.	Shanghai, Moji & Kobe
NAGPORE	5,283	7th Feb.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bldg., Connaught Rd., C.

AUSTRALIAN-ORIENTAL LINE, LTD.

'Changte' & 'Taiping.'

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.
VIA MANILA, AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HONGKONG ON OR ABOUT
TAIPING	8th February	15th January
CHANGTE	11th March	15th February
TAIPING	14th April	18th March
CHANGTE	12th April	19th April

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE, Agents.**
Tel. C. 36.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENOGLE	22nd January	GLENSHIRE	26th January
GLENAMOY	7th February	L'don, R'dam & H'burg via Oran.	
GLENGARRY	17th February	GLENIFFER	23rd February
GLENAPP	3rd March	L'don, R'dam & H'burg via Oran.	
GLENLUCE	20th March	GLENOGLE	9th March
CARMARTHENSHIRE	31st Mar.	L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3695

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company.



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore.

AND
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Genoa, R'pam, A'dam, Hamburg & Bremen.

S.S. GEMMA	29th January
S.S. ZOSMA	26th February
S.S. OOSTKERK	20th March

Arrivals From Europe.

S.S. ZOSMA	17th January
S.S. OOSTKERK	8th February
S.S. OUDERKERK	8th March

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 1574

Agents, York Building

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 a.m. { Sunday
Sailings from Canton: Daily, at 8 a.m. { No Sailings.

ADDITIONAL SAILINGS.

s.s. "TAISHAN" will leave for Canton on
Tuesday: 11th Jan. } at 2 a.m. and from Canton at 3 p.m. same day.
Thursday 13th Jan. }
Saturday 15th Jan. } at 2 a.m. and from Canton at 2 p.m. same day.

SUNDAY EXCURSION.

On Sunday 16th Instant s.s. "SUI AN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily.
(Sunday: 9 A.M. only.)
FROM MACAO: 8 A.M. and 2 P.M. daily.
(Sunday: 4 P.M. only.)

N.Y.K. LINE**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TENYO MARU ... Monday, 24th Jan. at noon.
KOREA MARU ... Sunday, 6th Feb.
SHINYO MARU ... Tuesday, 22nd Feb.
Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama

RAKUYO MARU ... Saturday, 15th Jan. at noon.
GINYO MARU ... Saturday, 26th Feb.
MARSEILLES, LONDON ANTWERP & ROTTERDAM via Ports.
SUWA MARU ... Saturday, 15th Jan.
FUSHIMI MARU ... Saturday, 29th Jan.
HAKOZAKI MARU ... Saturday, 12th Feb.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 19th Jan. at 11 a.m.
MISHIMA MARU ... Wednesday, 23rd Feb.
NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Thursday, 10th Feb.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TAJIMA MARU (Calls Glasgow) ... Saturday, 5th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Saturday, 5th Feb.

BOMBAY via Singapore & Colombo.

RANGOON MARU ... Saturday, 22nd Jan.

TOTTORI MARU ... Saturday, 29th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Wednesday, 19th Jan.

MORIOKA MARU ... Monday, 31st Jan.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Saturday, 21st Jan.

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU ... Tuesday, 25th Jan.

MURORAN MARU ... Wednesday, 26th Jan.

HAKATA MARU ... Wednesday, 26th Jan.

LIMA MARU ... Thursday, 27th Jan.

For further information apply to—**NIPPON YUSEN KAISHA**
Tel. Central No. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

M.V. "RABY CASTLE" Sails on or about 19th February.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (RUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI VENICE OR TRIESTE.

"A" Class £72. 10. 0d. "B" Class £66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "VIMINALE" Sails on or about 3rd February.

M.V. "REMO" Sails on or about 3rd March.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ROMOLO" Sails on or about 4th February.

M.V. "VIMINALE" Sails on or about 4th March.

M.V. "REMO" Sails on or about 5th April.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Central 1030. Telephone Agents

**LIGNES COMMERCIALES (Cargo-boats)**

Monthly sailings direct to HAMBURG.

ROTTERDAM, DUNKIRK:

S.S. "YANG TSE" ... 20th January.

S.S. "D. P. BENOIT" ... 15th February.

S.S. "YALOU" due to arrive from DUNKIRK, LONDON, HAVRE about the 21st January.

SERVICES CONTRACTUELS (Mail service)

Steamers	Sailings from Marseilles	Arr. at Hongkong & sailing for Shanghai & Japan	Sailings from Hongkong for Marseilles
ANGERS	18th Jan.		18th Jan.
D'ARTAGNAN	1st Feb.		1st Feb.
SPHINX	15th Feb.		15th Feb.
ANGOR	1st Mar.		1st Mar.
PORTHOS	15th Mar.		15th Mar.
PAUL LECAT	29th Mar.		29th Mar.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's attendance)
A class: 1st class £99.00 B class: 1st class £85.00
steamers: 2nd class £70.00 steamers: 2nd class £61.00
Through Tickets to London and leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice.)

For full particulars, apply to—

Cie. des MESSAGERIES MARITIMES

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BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

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AND

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S.S. "ATREUS"	via Suez Canal	25th Mar.

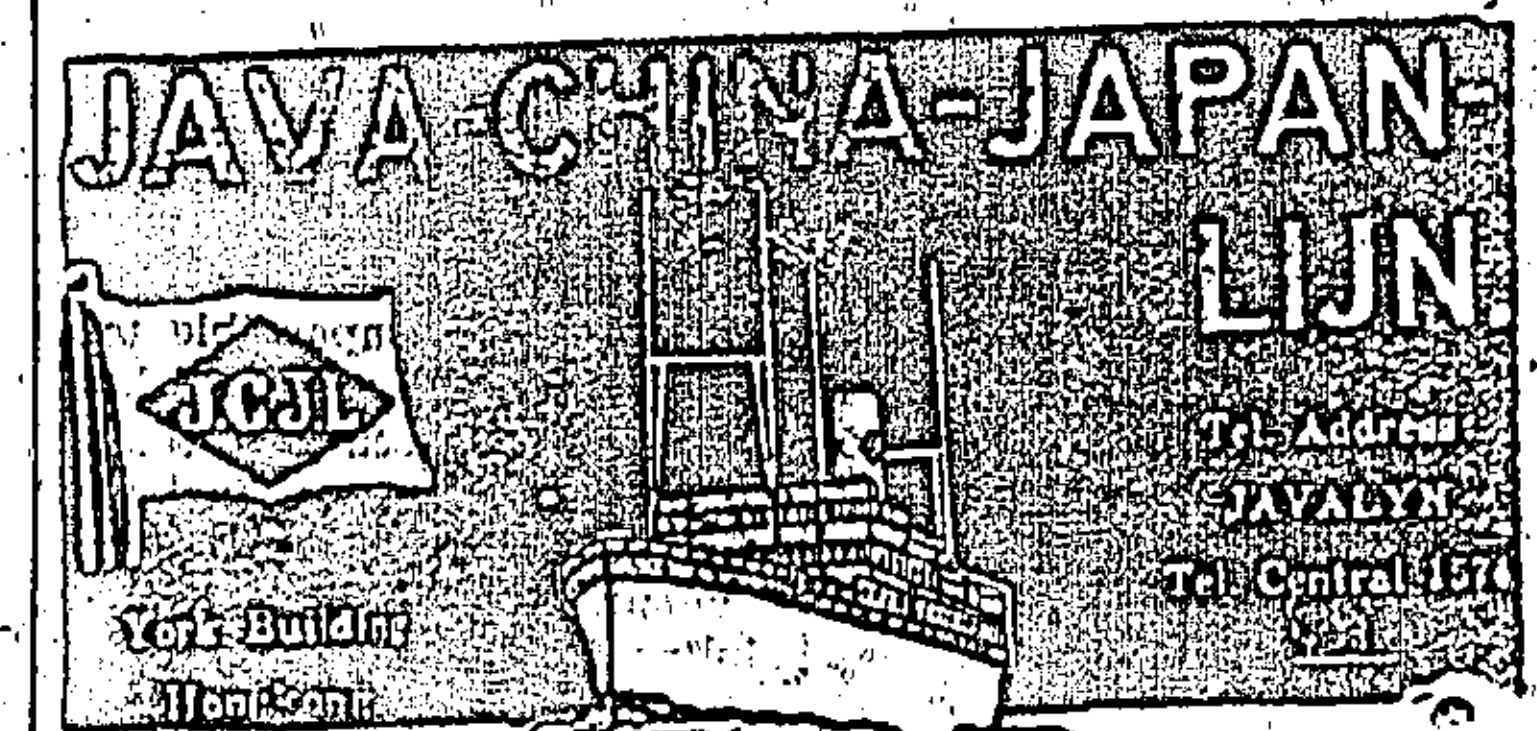
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Tjialak	N. China	19th Jan.	21st Jan.	M'kar & Java
Tjikembang	Batavia	22nd Jan.	25th Jan.	Shanghai
Tjisondari	Shanghai	24th Jan.	27th Jan.	Java
Tjikini	Java M'car	1st Feb.	3rd Feb.	North China
Tjitaroem	N. China	2nd Feb.	4th Feb.	Batavia
Tjikarang	Batavia	6th Feb.	10th Feb.	Shanghai
Tjikembang	Shanghai	7th Feb.	10th Feb.	Batavia
Tjipanas	Java	13th Feb.	16th Feb.	Saigon, Batavia
Tjibesar	Japan	15th Feb.	16th Feb.	Batavia
Tjibeboet	N. China	16th Feb.	18th Feb.	M'kar & Java
Tjikini	N. China	2nd Mar.	4th Mar.	Batavia

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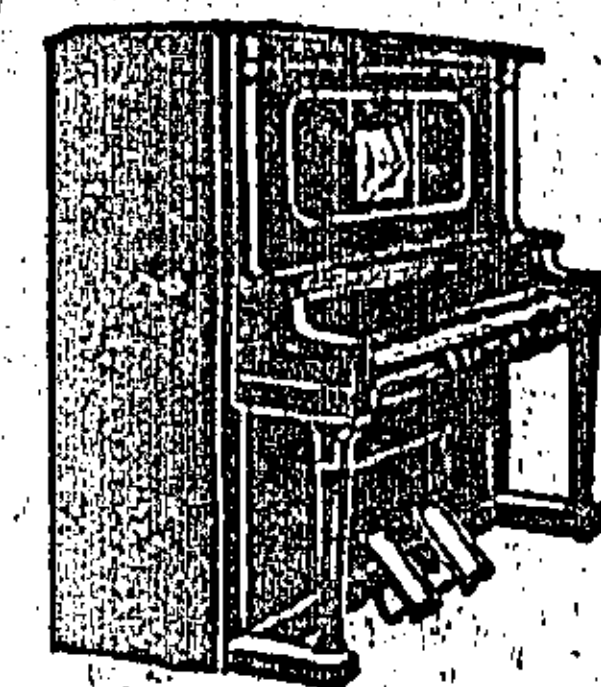
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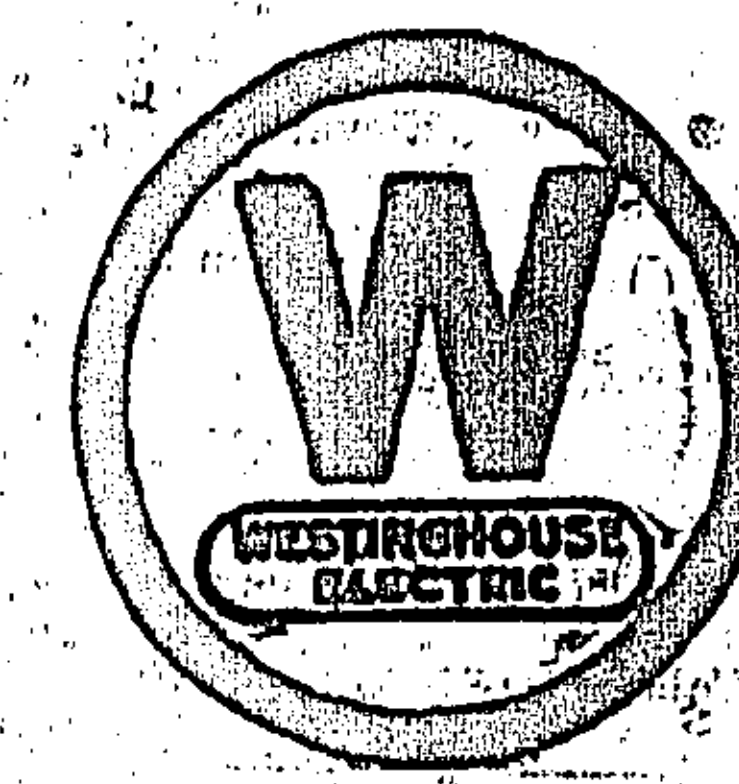
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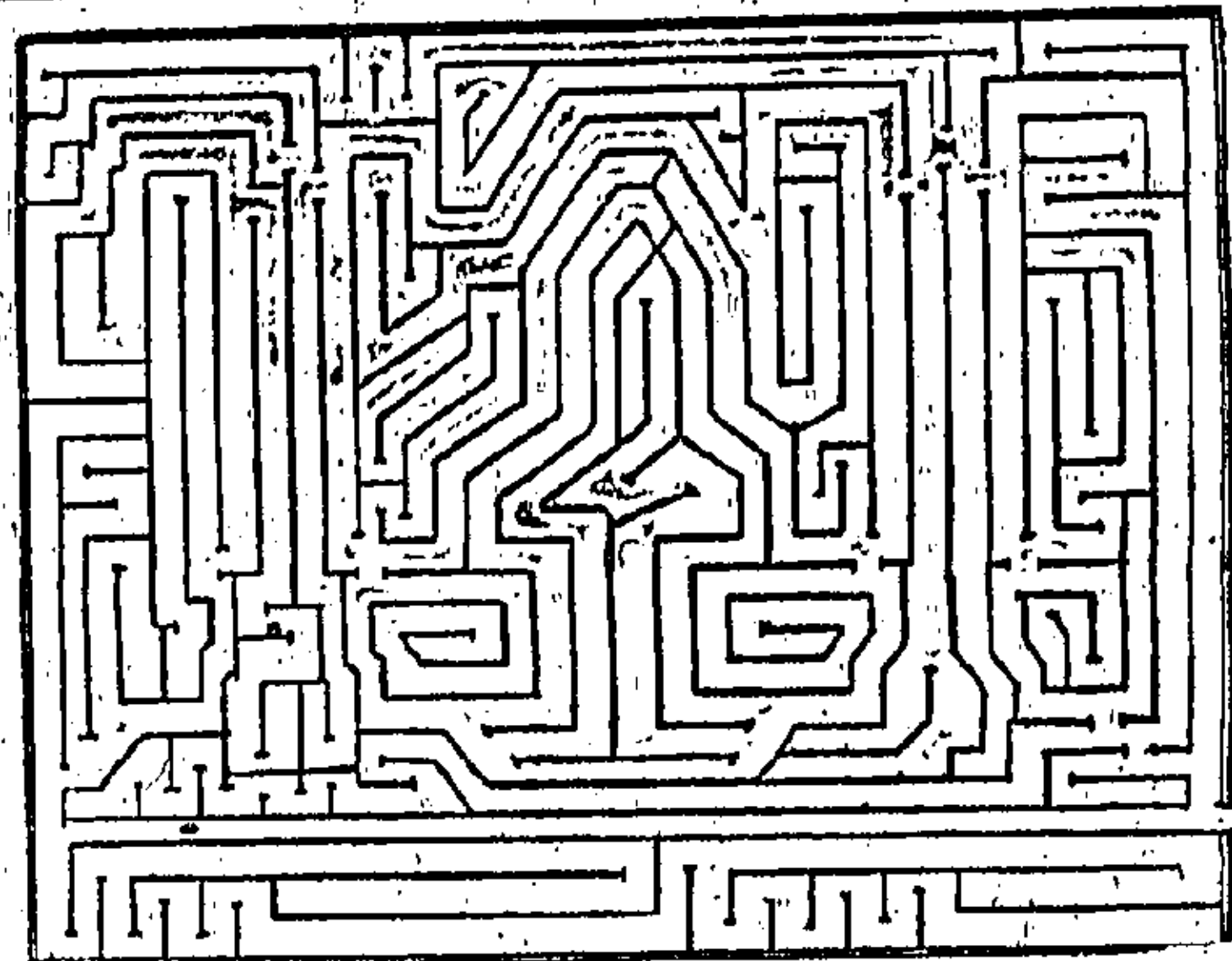
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THE MYSTIC MAZE

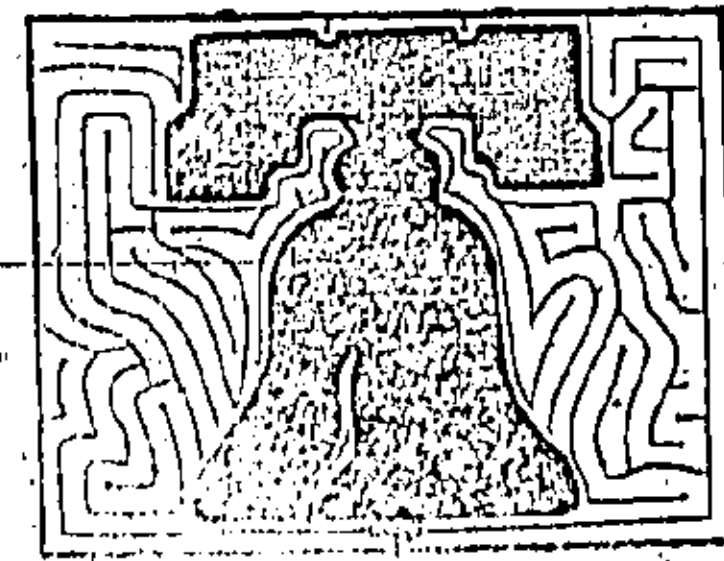
By WALTER B. GIBSON



Here is a hidden picture puzzle that you something used on dinner party tables.

The first puzzle is to solve the mystic maze. Take a pencil and enter the maze. Try to find a course that will take you in and out among the passages of the puzzle and will bring you back again to the starting point. There is only one correct course, and you will have to do careful work to find it.

In solving the first puzzle, you will automatically solve the other—the hidden picture—for the course you have traced through the maze will be the outline of the picture. Fill in the outline with your pencil and complete the silhouette. It will show



Last Week's Picture: The Liberty Bell.

Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 1 and 2, Wyndham Street, in the City of Victoria, Hongkong.

LATEST HANKOW POSITION.

(Continued From Page 1.)
Consulate which, incidentally, continued to be occupied by the Consul General and his staff during the recent disturbances.

THE EARLIER DISTURBANCES.

Further details of these disturbances of the 3rd and 4th, indicate that the situation was complicated by the fact that many British women and children were in the residential special areas of Hankow, Wuchang and elsewhere outside the British Concession when the demonstrations began on January 4th, the naval contingent which, with Volunteers and Police, had until then kept the mob outside the Concession was withdrawn to vessels under an arrangement with the Chinese authorities whereby the latter undertook to guard part of the Concession boundary with their troops. During this critical period, naval forces were ready for action on pontoons and vessels in the river, in case British subjects or property suffered injury. Actually, very little looting occurred and, only slight damage was caused in the Municipal Office, and the Police Station which were, apparently the only buildings entered by the mob. It is understood that the Government concerned are in touch regarding the defence of international interests at Shanghai, should they be threatened.

SECURING SHANGHAI.

The Times, Daily Mail, Daily Express, Yorkshire Post and other leading Conservative journals, in commenting on the events at Hankow, express admiration for the discretion and self-control shown in extremely trying circumstances by the local British authorities and the forces at their disposal. These comments are accompanied by an expression of opinion that all possible measures should be taken by the British and other Governments concerned, to secure the International Settlement at Shanghai from any manifestations of mob violence.—British Wireless.

NATIONALISTS' METHODS.

NEITHER "RIGHT NOR PRUDENT."

London, Jan. 14.

The Manchester Guardian in an editorial, says that although it is now possible to hope for a practical working arrangement with the Cantonese which will enable business to be resumed at Hankow, and, at the same time, satisfy the susceptibilities of Cantonese Nationalism, it is impossible to admire the methods by which the Cantonese have achieved this end. To use a mob as an instrument of diplomacy is neither right nor prudent. The coolness and discipline of British troops saved the situation at Hankow but similar methods at Shanghai would almost certainly have very different results. This should counsel Eugene Chen to prudence. But, although the circumstances at Shanghai may be peculiar, there is no reason why the British Government should not be guided by the same principles as in relation to Hankow and other parts of China, namely, the avoiding of bloodshed and coming to practical working arrangements with whatever Chinese authorities may be in effective local control. Hitherto, these principles have worked admirably.—Reuter.

CANTON PROTEST.

MEETING ARRANGED FOR TO-DAY.

A local protest meeting against the Hankow incident will be held to-morrow, says the Canton Gazette of yesterday. Preparations are now being made by a committee headed by Chan Shung-ming.

The Government has been asked to lower all flags and to issue orders for a five minute period of silence at noon.

General Li Tsai-sun, Sun Ping-wen, Kan Nai-kwang and Han Lin-fu have been asked to address the meeting and to make a full report on the political situation.

The place where the meeting is to be held has not yet been announced, but it is expected that after the meeting there will be parading through the city streets.

Concern has been expressed on Shamen in connection with the meeting, says the Gazette. Conflicting reports that have been received of the incident at Hankow have created a feeling of panic among the foreigners on the island.

Barbed wire defences were put up yesterday. The local authorities, however, state that there is no need for fear or blockades.

The meeting will be a peaceful protest against the incidents that

have occurred on the Yangtze. No threat against Shamen is intended.

HANKOW INCIDENTS.

GOLF CLUB STORMED.

The Anti-British situation which came into existence Monday afternoon (January 3rd) and which resulted in considerable disorder in the British Concession continued tense on Wednesday until four o'clock in the afternoon when the Hankow Herald when the downpour brought an abrupt end to the gigantic demonstration and dispersed the crowds which were looking for an opportunity to create further disturbances. It was not until the rain came that order was restored on the streets and traffic became again possible.

Early in the morning, coolies in large numbers began to appear, and collected in groups outside the British Police Station and the Municipal Council to see what the place looked like under the new administration.

CONSTABLES BEATEN.

At the corner of Poyang Road and Fau Cheong Road, the crowd grew to such proportions that it was no longer possible for the Nationalist troops and pickets to maintain order. The cry "Destroy the British Police Station" went up and in a few minutes the coolies got out of hand. The Kuomintang authorities. The police station was smashed up and a couple of Chinese constables of the British Police Force were dragged out and badly beaten up. While this was going on, the mob became exceedingly dangerous and had it not been for the arrival of a large number of additional soldiers and pickets, great disaster would have resulted.

When the crowd was kept back, strict orders were issued by the authorities to forbid entrance into Fau Cheong Road. Heavy reinforcements were despatched to the Police Station and the Municipal Council to safeguard buildings and the foreigners inside.

The Kuomintang flag was hoisted on top of the British Municipal Council building shortly after two o'clock Wednesday afternoon. Nationalist colours were seen at the entrance to the British Police Station, which had been made the general headquarters of the Kuomintang authorities in charge of the situation. All the British police were withdrawn, the Chinese constables of the force giving up their uniforms and being sent home under escort of soldiers.

GOLF CLUB STORMED.

Minor disturbances occurred in the British Concession all morning Wednesday. The Golf Club was stormed with stones and rocks by the coolies and was subsequently sealed. The brass sign outside the Club was removed and all the windows were demolished. The Union Jack Club suffered the same fate and was used as headquarters of the Carrying Coolies' Union. Posters denouncing British Imperialism and calling the British "the most cruel animals on earth" were pasted outside all British firms and clubs.

SCENE OF WILD COMMOTION.

Before the heavy rain, the British Bund was in great disorder all day Wednesday. There were no police to maintain traffic regulations and the street was filled with curious coolies who shrieked and howled whenever a foreigner would look out from the window on the upper floors of the Asiatic Petroleum Company building. At about two o'clock in the afternoon a gang of coolies attempted to launch an attack on the building but were dispersed by the troops before much damage was done.

The coolies only succeeded in removing a couple of the brass signs outside the building. Wild commotion prevailed when the armed men made desperate effort to clear the place. A houseboy, carrying a basket of eggs and fish, apparently for foreigners, attempted to enter the Asiatic Petroleum Company building but was chased away and mobbed. The basket was taken away from him.

NATIONALIST TROOPS REINFORCED.

The Nationalist troops which were sent to the British Concession on Monday and Tuesday to prevent further rioting and which occupied the British Headquarters Tuesday night, were reinforced Wednesday. One full Yin, about 500 men, moved into the Concession. About fifty of these additional soldiers were despatched to the British Consulate-General for protection of that building.

DISASTROUS FIRE IN MANILA.

MORE THAN 200 HOUSES DESTROYED.

PESOS 128,000 DAMAGE.

Damage estimated at approximately Pesos 225,300 resulted from a fire in the Tondo nipa section on Monday last, says the Manila Bulletin. Of this amount Pesos 128,353 comprised the value of the buildings destroyed while Pesos 94,940 was estimated loss of household goods.

In all 206 houses were destroyed, ranging in value from Pesos 60 to Pesos 3,300. There were few of the latter while houses worth in the neighborhood of Pesos 400 were in the majority.

The fire which was the most disastrous since the Cervantes conflagration of 1921 started in the Church of Christ, Calle Gabriela near Calle Pingpang. Aided by a high wind, the flames rapidly spread to Calle Dagupan and thence to Calle I. Mercado, Dacato, Fullon, Cabeza and Andaya.

Owing to low water pressure and lack of sufficient water hose together with the strong wind the flames spread quickly. Fighting under these handicaps, the firemen overcame the possibility of seeing the fire spread before their eyes over the entire district. Lack of fire hydrants in the districts added to the problems of the firemen.

The scene left by the fire is that of destitution. Homeless families crowd the sidewalks while policemen patrol both on the outskirts and in the district. No one is permitted to enter the district unless on official business. Those who desired were allowed to leave and find refuge with relatives.

Late in the evening old men and women poked about in the ruins of their homes, searching for some lost treasure that hope led them to believe may have escaped. Children huddled together in frightened groups at the knees of their parents. Sober faced men who had lost all paced the streets while many sought refuge in the yard of the Rizal Elementary school.

GERMAN POLITICS.

FAILURE TO FORM CABINET.

Berlin, Jan. 14.

Dr. Curtius has notified President Hindenburg of his failure to form a Cabinet owing to the Centrists not seeing their way clear to co-operate in the Government with the Nationalists.—Reuter.

Barcelona.—A Spanish working man who has won the first prize in the last State lottery has invited 300 of his fellow-workers to a banquet. He has also purchased a magnificent motor-car, is building a palace in Madrid, and has appointed two brother-workmen as his private secretaries.

GIGANTIC DEMONSTRATION.

A monster Anti-British demonstration followed the mass meeting which was held at the Tsi Sen Maloo at two o'clock in the afternoon. The big parade was participated in by not less than 50,000 Chinese labourers, merchants and students. All shops in the Chinese city were closed to enable the workers to take part in the event.

Marching out from the Chinese city, the demonstrators, carrying anti-British flags, and singing anti-British slogans, entered the British Concession from Taiping Road, and went through the entire Concession. For over two hours traffic was made impossible. No violence occurred during the demonstration.

Had it not been due to the heavy rain which came down shortly after four o'clock, order in the Concession would not have been restored till dark. The showers brought the demonstration to an abrupt end and sent all the coolies on the streets back to their homes. By five o'clock everything was again quiet, the main streets leading to the British Police Station and Municipal Council being heavily guarded by Chinese armed forces.

It was again possible for foreigners to walk without being molested. From this time on till a late hour at night, the rain and the precautions taken by the Nationalist authorities prevented further disturbances in the British Concession.

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HONGKONG.

At the wedding at Christchurch of Mr. J. Dashfield, a widower, and Mrs. Hayward, a widow, the officiating clergyman, the best man, and the bride's father were all remarried widowers.

The Ministry of Agriculture states that the sweetness of sugar beet appears to have an especial attraction for the rat, and "proof" that he is attracted in very apparent in and around the beet clamps and heaps in the Eastern Counties.

France's trade balance for the first 11 months of 1926 showed an excess of imports over exports of little more than £2,000,000, reckoning the rate of exchange at 125 francs to the £.

An unrecorded copy of William Blake's Songs of Innocence (1789-1794), containing the 54 plates proper to the combined edition—the property of Mr. Alfred G. Gray—realised £1,350 at Messrs. Sotheby's.